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# The China Mail

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HONG KONG, THURSDAY, JULY 9, 1931.

TO-DAY'S DOLLAR.—The closing rate of the dollar on demand, to-day was 1s. 0d.

PRICE \$3.00 Per Month.

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## DAILY MAIL OPENS NAVAL FUND.

In Aid of Wife of Poseidon Hero.  
HEADED BY £100.

London, Yesterday. The Daily Mail has opened a National shilling fund for the wife of Petty Officer Willis, of the ill-fated submarine Poseidon, and is heading the list with a preliminary subscription of £100.—Reuter.

Colony's Fund.

At a meeting of the Committee of the Hong Kong branch of the Navy League, it was decided to remit the amount collected on behalf of the Poseidon Fund to the Royal Naval Benevolent Trust, London, by cable.

The sum available is £60,216.90, which, at exchange 1/0. 11/16d., less stamp duty, equals £2,545 3s. 3d.

The R.N.B.T. has been requested to pay immediately to the widow or next-of-kin of each of those who lost their lives in the disaster the sum of £20, as a gift from the subscribers to the Hong Kong Navy League Fund, the balance to be administered for the benefit of the dependants by the R.N.B.T. at their discretion. Any further sums received will, of course, also be sent to the R.N.B.T.

## ANOMALIES OF THE DOLE.

Miss Bondfield Moves Second Reading of Bill  
OSWALD COMES BACK.

Rugby, Yesterday. In the House of Commons to-day the Minister of Labour, Miss Bondfield, moved the second reading of a Bill based on the recommendations of the Royal Commission on Unemployment Insurance with regard to the "anomalies" in the present administration, particularly affecting four categories—casual and short-time workers, seasonal workers, intermittent workers and married women.

The Bill sets up an advisory committee with power to issue stipulations. The Government actuary estimated that the amount involved was roughly £5,000,000.

Major Elliott, while critical of the Bill, indicated that it would have Conservative supports as a step in the direction of the reform they desired. Special interest attaches to the debate in view of a motion for rejection tabled by six left-wing members of the Labour Party and the Mosley group, respectively.

To-day for the first time Sir Oswald Mosley and his followers took their places on the opposition benches. The Debate is proceeding.—British Wireless Service.

## GOVERNMENT AID FOR MAURITIUS.

Commission to Help Balance the Budget.

BURDEN ON RAILWAYS.

Rugby, Yesterday. In the House of Commons to-day Dr. Drummond Shiels, Under-Secretary for the Colonies, announced that the Commission which is to investigate the financial position of Mauritius in the light of the Colony's economic resources, would consist of Sir Ivo Elliott, of the Indian Civil Service, as Chairman, and Mr. G. Lougmane of the Home Civil Service.

The Commission will advise as to the measures necessary to reduce expenditure and increase local revenue to balance the Budget without loss of administrative efficiency or risk of prejudicing future development, and measures to redress the burden on the general revenue of Government Railways.

It will report also on the financial and economic feasibility of completing the railway electrification schemes in progress and of undertaking other railway development schemes.—British Wireless Service.

## PRISONER TELLS HIS STORY.

Evidence at Murder Re-Trial.  
"CITY LIGHTS."

The case for the defence was opened in the trial at the Assizes, this morning, of Wong Cheung, alias Wong Sik-cheung, for the murder of Kau Shuk in Yau Ma Tei on April 1.

Mr. F. C. Jenkins called prisoner to give evidence on his own behalf. Witness said that he was not on good terms with his father, in fact, he was in a constant state of animosity with him.

You have heard your brother say upon one occasion a visitor had to intervene with your father to prevent him doing you violence?—Yes.

As regards Kau Shuk, did you ever know him before he came to the house?—I knew nothing about him. I had nothing to do with him. I had nothing to do with him whilst he stayed there. I was at meals with him. That was all.

Then you had no quarrel with him?—None at all.

Nor any grudge?—None whatever.

Two Questions and Answers.

Witness went on to describe what he did on the night of the affair. He was awakened by cries of "Save Life!" He then got out of bed and saw Kau Shuk with blood on his face. Looking again, he saw Wong Kan, standing behind Kau Shuk with his arms around the man's body.

What did you do?—I walked across the "teng."

I stood at the corner of the bunk. Then I heard the woman Lai Shut-hing's voice crying out: "What's the matter?" Wong Kan replied: "Keep quiet. Don't make a noise."

Your father said nothing to you?—No.

Then what happened?—The light went out. My wife got up and she called out to see what was wrong. Wong Kan told her to keep quiet. My wife then ran out into the passage. When Kau Shuk was pushed up against the corner of the bunk I ran out also.

When you did that, the lights were out?—Completely.

Intimidation?

Witness said he went down the passage as far as the partition of the second cubicle. He stayed there about fifteen minutes. Then he went back to the "teng" at his father's request. His father asked him to help to carry a sack.

Why did you help him?—I was forced to do so. My father made me do it.

Witness also said that after the affair, when he returned from his work, he heard his grandmother tell the small boy to go to school.

In cross-examination, witness said he knew nothing of Kau Shuk. He did not even ask why he had come to the house to stay. He was not at all curious about Kau Shuk's arrival.

Mr. Fitzroy asked why, if witness was on bad terms with his father, he lived in the same house?—Witness said that he had to look after his grandmother. She had advised him not to quarrel with his father, and to allow him to live there.

A Rare Case.

As regards his statement under examination that his and his wife's earnings were handed over to his father, Mr. Fitzroy asked who bought the food in the house. Witness said that his wife did. His father gave her the money.

That is a rather curious state of affairs, isn't it?—Yes; it is very rare.

Witness added that his grandmother was head of the family and he acted under her advice.

Mr. Fitzroy then asked witness what time he came in on the night in question. Witness replied at about 10.45 p.m.

When you came in, the lights were out?—Yes.

But you could see the teng clearly?—Yes. There are lights from a cinema at that time.

The cinema is in Jordan Road. The cinema is open every day, but there are not many lights in the house, and the lights reflect along the way.

## CALLED OVERSEER A "COOLIE."

Strange Behaviour of Indian Guard.  
ALLEGED ASSAULT.

Jagat Singh, guard of the Asiatic Petroleum Company (S.C.), Ltd., appeared in the Central Police Court this morning before Mr. Schofield, charged as follows:—(a) assaulting Sub-Inspector H. E. Rogers, on the Shaikwan Road, and (b) disorderly conduct, whereby a breach of the peace may have been caused at Bay View Police Station. Singh pleaded "Not Guilty."

Giving evidence Sub-Inspector Rogers said that he was on charge-room duty at 12.15 p.m. yesterday when Mr. Frank Elliott, overseer at the A.P.C. North Point Installation, came to the Station and reported that an Indian guard had disobeyed orders by refusing to stand at the main gate. Accompanied by Mr. Elliott, the Inspector went to the A.P.C. and saw the accused at the gate. After questioning the Indian as to what was the trouble, he told accused that he would have to obey orders.

"A Coolie."

If the accused had been told to walk up and down at the main gate, then he would have to obey that order. Accused referred to Mr. Elliott as a "coolie" and said that if a "coolie" could sit down then he (accused) had every right to do so.

"Without any provocation," said witness, "he turned round and gripped me with his right hand on the left side of my neck. I managed to extricate myself, but somehow, accused grabbed hold of my tunic and tore the right shoulder." It took himself, Mr. Elliott, and a Chinese constable to overpower the Indian and take him to Bay View Police Station. In the charge room, the accused spoke in foul terms for about an hour and a half, and then quelled down.

Eyes Very Red.

Witness, replying to his Worship, said that accused might have been drinking, but he could not testify to that; his eyes were very red. The damage done to the tunic amounted to \$6.

Questioned by accused, Inspector Rogers admitted having taken hold of his hair, but that was during the struggle.

His Worship adjourned the hearing at this stage, and granted accused bail in the sum of \$250.

## ARMED ROBBERS ON BORDER.

Score Invade a Chinese House.

THREE MEN KIDNAPPED.

An alarming armed robbery, which involved a number of assailants took place early this morning at Kung Sing village, Sheung Shui, which is situated almost on the border of Chinese territory and the New Territories.

Sau Sze, (39), a married woman, has reported that at 12.30 this morning, about 20 armed robbers, all dressed in black Chinese clothing, entered her house, which is situated in a fruit garden and proceeded to ransack the place. They were all armed with rifles and revolvers.

After a methodical clean-up they decamped with jewellery to the value of \$2,500. They also kidnapped three male members of the household.

After they had departed, the alarm was raised, and throughout the morning, extensive investigations were made by the Police, all the roads being strictly guarded.

There seems to be little doubt that the robbers made their way back over the border into Chinese territory.

When you came in, the lights were out?—Yes.

But you could see the teng clearly?—Yes. There are lights from a cinema at that time.

## LARGE LOAN SOUGHT

GERMANY FACES A CRISIS.

## HEAVY PAYMENT

STOCK EXCHANGE SCEPTICISM.

Berlin, Yesterday. Anti-Korean feeling is running high at Changchun where the Chinese are organising public meetings and agitators are inciting them to violence against Korean residents. The situation is considered grave.

General Chang Tao-hsiang has arrived to interview Chang Hsueh-lung on the situation. Meanwhile representatives have been sent to Wan-pao-shan to investigate the damage done by Koreans to property.

Chinese allege that the riots are in connection with a Korean plot to force the 300,000 Chinese merchants and farmers out of Korea.

Refugees relate terrible stories of atrocities, and allege that no attempt was made by police to quell the outbreaks until hundreds of Chinese had been killed or injured.

The Nanking Note to Tokyo demands compensation and an assurance against a repetition of the incidents.

Tokyo, Yesterday. Tokyo, Yesterday.

Generally speaking the Korean situation is quieter. Though incendiarism is rampant at Chinatown. The Pingyang situation is now under control. Official figures as to casualties there show that 88 Chinese, including nine women, were killed and 102 seriously injured. One Korean was killed and seven injured.

Three hundred Koreans have been arrested and 50 formally prosecuted.

Chinese refugees are pouring in from Antung where numerous clashes between Chinese and Koreans have occurred. The Selyukui blame the Government's "weakened policy" toward China as the cause of the Korean Wan-pao-shan affair, which aroused Korean resentment and caused the riots.

Berlin, Yesterday. Something more substantial than "sentiment" accounted for a slump on the Bourse to-day, namely, confirmation of the collapse of the Norddeutsche Wool Company with a total loss of 200,000,000 marks.—Reuter.

## SLUMP ON BERLIN BOURSE.

Caused by Failure of Big Wool Company.

LOSS OF 200,000,000 MARKS.

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## EMPIRE SURVEYORS IN CONGRESS.

Conference Opens at the Colonial Office.

COLONIES REPRESENTED.

London, Yesterday. Representatives of many Colonies, Protectorates, Mandated Territories, certain Dominions, and India, also prominent survey experts in Great Britain, are attending the second conference of Empire Survey Officers, which opened at the Colonial Office to-day and is extending to July 23.

Lord Passfield welcomed the delegates and Mr. W. G. Fairweather, Director of Surveys, North Rhodesia, replied.—Reuter.

## GENEVA INVITES UNITED STATES.

Cordial Acceptance to Be Despatched.

DISARMAMENT PARLEY.

Washington, Yesterday. The United States Government has received an invitation from the League of Nations to participate in the disarmament conference at Geneva in February.

It is stated by the State Department that "wholehearted acceptance" will be despatched in a few days.—Reuter's American Service.

## TIN RESTRICTION.

Control Scheme to Be Adhered to.

SIAM'S QUOTA.

London, Yesterday. The International Tin Conference announced that the Government of Siam has decided to adhere to the tin control scheme with effect from September 1st. Various reasons have been adduced for this decision.

## TERRIBLE TALES OF ATROCITIES.

Korean Outrages on Chinese.

AGITATORS ACTIVE.

Peking, Yesterday. Washington, Yesterday. Mr. Castle, Acting Secretary of State, has announced that the United States Government is sending an observer to next week's meeting of experts in London to discuss the technical aspects of the Moratorium.—Reuter's American Service.

Common Action.

Washington, Yesterday.

Three main points for investigation by the experts involve matters which do not directly concern the United States Government, namely, firstly the demand for common action by the Reichsbank and banking and industrial concerns for gold marks credit. The decree is being enforced immediately and is intended to strengthen the Reichsbank in the negotiations with British and American Banks for a large loan which must be forthcoming before July 15 in order to avert a financial collapse for the \$100,000,000 credit which saved the Reichsbank last week, lapses and other heavy payments must be met.

Stock Exchange scepticism of the efficiency of the guarantee offer is indicated by falls in many quotations up to eight points.—Reuter.

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Tokyo, Yesterday. Tokyo, Yesterday.

Discussions with the French Government regarding the project meeting in London of experts of the Governments of the Powers which are parties to the Young Plan, are proceeding. It will be the duty of these experts to examine the matters upon which the observations of the French Government were attached to the announcement of an agreement with America on President Hoover's proposed war debts holiday.

While it is recognised in Paris that a conference of Ministers must follow the meeting of experts, a final reply from the French Government is awaited before the dates and other details can be arranged. Meanwhile, the view is expressed in Paris that the suggested period of one week may prove insufficient for the experts to complete their task.

# MOTORISTS, THIS IS YOUR PAGE

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These Tires  
COST A PENNY

## MORE LAND.

### How Ford Is Forging Ahead.

Further evidence of the Ford Motor Company's faith in the general business recovery is seen in the company's acquisition of an additional 33 acres adjoining its Long Beach, California, assembly plant opened last April.

A few months after the Long Beach branch was opened, the company decided to undertake manufacturing on the west coast and accordingly, construction of a pressed steel plant for the production of fenders and other sheet metal parts was ordered. Machinery is now being installed in this new unit which it is expected, will be placed in operation this month.

Directly east of the present holdings and rounding them out, the new tract nearly doubles the company's acreage at Long Beach. Officials of the company, in announcing completion of the purchase, pointed out the additional acreage will permit future extension of manufacturing and assembly operations on the west coast area.

Operated at its capacity of 400 cars daily, the present Los Angeles-Long Beach plant with its huge buildings and docks and the new pressed steel unit, comprising an aggregate floor space of 400,000 square feet, will give employment to approximately 2,500 men.

## STREET SAFETY.

### Contest Arouses Much Interest.

Closing of the Tenth National Street and Highway Safety Campaign, conducted in elementary schools throughout the United States by the Highway Education Board, was marked by the announcement in Washington that more than 700,000 pupils as well as thousands of teachers had participated. The campaign is carried out in public and private schools throughout the nation and its territorial possessions and is open to pupils between the ages of 10 and 14 years, and to all elementary school teachers. Prizes aggregating \$6,500 are offered to successful competitors and these have added much to the interest aroused.

### Strong Backing.

Since the inauguration of this annual safety project in the school year 1921-22, it has had the backing of the National Automobile Chamber of Commerce, an association of automobile manufacturers, as well as the active co-operation of state highway departments and state, municipal and other school authorities who assist in every way possible in making the campaign successful. Each year has witnessed an increase in the number of participants, 200,000 pupils taking part in the first campaign, and this number growing by approximately 50,000 each succeeding year.

That safety education in the schools has achieved remarkable results in the United States has now become a self-evident fact and those who originally opposed the incorporation of safety instruction in the curricula of the schools are now ardent supporters of this spreading movement. The proportion of fatal automobile accidents involving school children during the past ten years has shown a steady decrease as compared to the total number of such fatalities, while in the year 1928 the number of child fatalities was actually decreased as compared to 1927.

### Effective Results.

Another outstanding comparison showing the effective results of safety education is obtained by examination of the records for 1922 and those of 1930. These show that the annual number of automobile fatalities to adults during the latter year had increased by almost 25 per cent, above the number in 1922, while the number of child fatalities showed an increase of but slightly more than 25 per cent over the former year.

The campaign itself is divided into two contests, an essay competition for pupils who are required to write an essay of 500 words on a given topic relating to street and highway safety, and a lesson contest for teachers who submit lessons stressing a particular phase of highway safety. First, second and third prizes are provided for each state in the essay contest and subsequently the best essays are entered in a national competition in which three prizes are awarded. First is a trip to Washington, the national capital, with all expenses paid, at which time the winner is presented with a gold watch. Second and third prizes consist of gold watches.

In the safety lesson contest for teachers, certificates of honour are awarded to those submitting the best lesson in each state and their papers are then entered in a national competition in which first prize is also a trip to Washington, but instead of receiving a gold watch the teacher is presented with a cheque for \$600. Second and third prizes consist of cheques for \$300 and \$200 respectively. These substantial prizes have aroused a keen interest in the campaign and the number of competitors each year has increased steadily.

### Allocation of Prizes.

All prizes in the campaign are donated by the National Automobile Chamber of Commerce. The total number of State prizes for pupils during the campaign just closed aggregated 430, being distributed according to the school population of the various states. Each State is entitled to one first prize, consisting of a gold medal and a cheque for \$15; one second prize consisting of a silver medal and a cheque for \$10; and at least one third prize, consisting of a bronze medal and a cheque for \$5. Some of the smaller States have been allotted but one third prize, but such states as New York and others having large

## FINE CARS.

### Cadillac Presents Its Family of Four.

In presenting its distinguished family of four fine cars this year, Cadillac is offering one entirely new car, two that have been highly refined, and fourth whose elegance is the talk of the industry.

The Cadillac V-12 reflects Cadillac engineering and manufacturing leadership in a new example of multi-cylinder motoring. The Cadillac V-Eight and the La Salle V-Eight have been refined and re-tuned to the dictates of a new year, and the majestic V-16 returns to confirm its claim as the aristocrat of motordom.

Sixty-three body types, revealing the choicest artistry of Fisher and Fleetwood craftsmen, comprise the four lines.

Newer conceptions of body styling are attractively expressed in the Cadillac V-Eight and V-12. Bodies of these cars are lower, more graceful and suggest a greater fleetness.

The V-16 and the La Salle V-Eight adhere closely to the contours which have made them signally popular. Performance of both the La Salle and the Cadillac V-Eight has been notably improved. The size of the engine in the former has been enlarged, while the weight of the latter has been reduced. Thus the ratio of horse-power to weight has been heightened in both cars, with resultant increase in the motoring satisfaction which they render.

Mechanically, the V-12 is virtually a duplicate of the V-16 except that it is a shorter car and powered with a 12-cylinder engine. As such, it inherits many of the remarkable features pioneered by the V-16. Among these are automatic valve silencers, thermostatically controlled crankcase ventilation, two individual carburetors controlled in unison by a single accelerator, harmonized steering, and safety-mechanical brakes supplemented by a vacuum brake assister.

### RUST PREVENTION.

#### New Treatment by Ford Company.

Taking another step in the prevention of rust, the Ford Motor Company is now Bonderising the wheels, fenders and other parts of the Ford car and truck that are most likely to be scratched or marred. The exposed metal parts of the Ford car are made of rustless steel which not only will not rust but which is immune to tarnish or blemish.

No matter what kind of a finish a motor car has there is always the possibility of the enamel being scratched. Often this happens while the car is parked. When the surface is scratched and the bare metal is exposed it rusts. Furthermore, the rust acts as a wedge and creeps under the enamel causing it to peel. Consequently the car soon takes on a shabby appearance.

In the manufacture of the Ford car, the wheels, fenders, running board shields and front splash pans are now treated with Bonderite, a treatment to diminish rusting before they are assembled. If the enamel should be scratched even to such an extent as to expose the raw steel, this treatment will prevent the growth of rust.

### FORDS IN BERLIN.

The Ford car has taken the lead over all others in Berlin, including German-made automobiles, according to sales reports received by the Ford Motor Company. The Ford overtook its nearest competitor, a German car, in October. It continued the lead in November.

In Berlin and in Germany as a whole, more Ford trucks are sold than any other make.

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## SAFETY GLASS.

### Lessens Annual Toll of Injuries.

(By L. A. Miller, President of Willys-Overland, Inc.)

For many years the burden of providing safety in motor cars rested largely with the motorist but the past few years have seen the automobile manufacturer going to extraordinary means to give the driver and passenger the utmost safety in travel.

For example, the adoption of four-wheel brakes has entirely replaced the two-wheel type with a result that the driver is enabled to drive at greater speeds, yet at all times has his car under absolute control in the event a sudden stop is required to avoid an accident.

The low centre of gravity of the modern motor car is another factor which has provided additional driving safety.

But it is doubtful if any safety device can be compared with the use of non-shatterable glass, which is distinguishing mark of the modern car. Making this type of safety glass available represents a new kind of insurance that absolutely protects the driver against injury from flying-glass shards.

Consideration of the tremendous national death and accident toll in motor vehicle accidents and the large percentage of those that are injured from flying glass in such accidents gives dramatic proof of the importance of this addition to personal safety.

Surveys that have been conducted by insurance companies and inquiries at receiving wards in numerous hospitals disclose that more than 60 per cent. of all persons injured in motor accidents receive their wounds from shattering or flying glass. This means that if all motor cars were completely equipped in windshields and all windows with safety glass, the toll of injured would be reduced to 40 per cent. of the present number.

More than 32,000 persons met death through motor vehicle accidents in 1930, while those injured in that same period fell just short of one million. Of those fatally injured, many met their death through cuts suffered from flying glass.

And the car buying public is demanding this type of protection. This is evident in our own sales of 1931 Willys and Willys-Knight cars. These new models were introduced in January with safety glass available in windshields and all windows of every model from the highest to the lowest price, at slight extra cost. Our initial shipments were 50-50 safety glass and plate but to-day our shipments run more than 80 per cent. safety glass and only 20 per cent. plate. Judging by this trend, it will be but a short time when 100 per cent. of our output will be equipped with safety glass.

## STUDEBAKER SIX.

### Indication of Trade Improvement.

Indicative of the improvement in general business conditions in countries outside the United States is the announcement by the Studebaker Pierce Arrow Export Corporation that April shipments of Studebaker Free Wheeling passenger cars and Studebaker trucks to distributors exceeded shipments for any 80-day period since June, 1929. This is the sixth month that shipments have exceeded the figures of the preceding month, according to Arvid L. Frank, sales manager of the Corporation.

A continued improvement in business is expected, Mr. Frank said. The past increases are accounted for by the unprecedented popularity in world markets of Studebaker's three Free Wheeling eights and the New Studebaker Six, as well as by the growing demand for the 1-1/2 and 2-ton trucks. The Studebaker Six is the world's lowest priced Free Wheeling car.

"With continued normal demand, it is expected that exports of Studebaker Free Wheeling passenger cars and trucks will reach and maintain constantly higher levels," Mr. Frank pointed out. "The enthusiastic acceptance of our 1931 models in both the passenger car and truck lines substantiates our highest expectations and augurs well for future business."

## SPEED RECORDS.

### Set by the Willys Six Cars.

Flashing over a measured course on Muroc, Dry Lake, California, a Willys Six Roadster has established five new Class C American stock car speed records. These new speed records add to the other impressive records established by this low priced six, which include mountain climbs and power tests as well as speed marks.

With Eddie Hearn at the wheel, and the tests officially observed and electrically timed by representatives of the A.A.A., the Willys Six Roadster set new records for a mile with standing start; mile with a flying start; one kilometre, both standing and flying starts; one mile in second gear from flying start.

With a flying start the car covered a mile in 50.926 seconds, an average 70.692 miles an hour; from a standing start it set a record of a mile in 61.66 seconds, averaging 58.475 miles an hour.

Over a course of one kilometre with a flying start it established a new record of 32.226 seconds, averaging 69.416 miles an hour; from a standing start it was clocked at 42.17 seconds, equivalent to a speed of 53.048 miles an hour.

The fifth record established, which stands as a tribute to the car's flashing second gear performance, was a second gear run over a mile course. In this test the Willys Six was timed at 66.90 seconds, averaging 58.812 miles an hour.

To equalize, because of wind resistance and wind aid, it is necessary, under A.A.A. rules, to cover the course in opposite directions and the average speed is computed and credited to the car.

The Willys Six made its fastest trip northbound, with a speed of 72.727 miles an hour. The fastest southbound speed was 68.788 miles an hour.

Prior to the run the car was torn down, measured and examined by officials of the A.A.A. to make certain that it was a strictly stock model, the requirements of that organization being that such cars must be exact duplicates of the automobiles sold to the general public. No changes, devices or equipment to increase speed or power are permitted.

The car that set the latest speed records is a duplicate of the Willys Sixes that won first and second places in the annual Pikes Peak hill climb; broke the record for climbing Mt. Baldy; captured first and second places in the annual mountain race from Mexico City to Puebla, covering the 75.8 miles in 75 minutes; travelled 301½ miles from Denver to Casper, Wyo., in 284 minutes averaging 63.07 miles an hour.



## THE MARK OF SAFEGUARD

### TO YOUR

### Motor Cycles

### & Bicycles.

Apply to the Agents

**SINCERE'S**

## COMMON GREASES, MOSTLY SOAP

## A MENACE TO AUTOMOBILE.

## Take Care to Get Reliable Chassis Lubricant.

[By Frank B. Killian, Chief Automotive Engineer, Vacuum Oil Co.] Soap has only one proper function in connection with the operation of an automobile, and that is, to be used in washing the car. Yet many a motorist has a large quantity of soap, coloured with light oil and sold as common yellow grease, introduced into delicate working parts of his car every year.

He should no more think of lubricating important parts of his car with these substances than with ordinary laundry soap. But every time he drives into a service station and subjects his car to "just a shot of grease," he runs this risk. How Cars Grow Old.

There is only one practical way to be safe, and that is to insist on a suitable lubricant manufactured by some experienced and reliable maker, such as Mobilgrease, specifically made for the part of the car in which it is to be employed, and containing a very high proportion of oil especially designed and manufactured for the work it has to do.

Squeaks and rattles are the first sign that a car is getting old. They come from the chassis parts, yet the average automobile operator pays little attention to many important points of chassis lubrication.

The motor may still be sound, and good for tens of thousands of miles, but it is with respect to such too-often-neglected parts as the spring shackle pins and bushings, where noises first make themselves heard, that the car passes from new, tight, quiet operating unit into a rattling squeaky piece of machinery.

Considerable research throughout the automotive as well as petroleum industry has accurately determined that products properly manufactured for lubricating the spring shackle bearings and pins last nine times as long as common yellow greases widely employed.

Inventive skill has only recently made a product of this quality possible, for it is to be remembered that a good grease, like good oil, is made, not found. Examination of a product like Mobilgrease will show it to consist largely of high quality heavy lubricating oil—hence its greater value. What is

## TEST METHODS.

## Improving Dodge Mono-Piece Bodies.

Important gains in the strength, durability and safety of Mono-Piece metal bodies, introduced in this country on Dodge Brothers automobiles, have resulted from test methods which for sheer brutal punishment of materials and construction are believed to be unequalled in the history of the automobile industry. In one of these tests a Dodge car was rolled down the side of a mountain. In another the car is subjected to hours of pitching, lurching and pounding on a mechanical device that violently pitches and heaves. The sole function of this odd piece of machinery is to shake and shock a car to pieces, if that be possible.

This machine is built in a pit and consists chiefly of four large eccentric rollers. When a car is placed in position over the test pit with its wheels on these rollers, the wobbling revolutions of the rollers cause the car to bob up and down in paroxysms of jolts and lurches.

When the speedometer of a car being tested on this machine registers 1,000 miles, the engineers know that its body, frame, chassis, steering mechanism, etc., have been subjected to the equivalent of 10,000 miles on the roughest possible kind of roads.

By studying the effects on body construction after rolling a car down a mountain-side and after thousands of miles on the testing machine, Dodge engineers have been enabled to improve the bracing, design and materials to the extent that they now claim Mono-Piece metal bodies capable not only of withstanding, without injury, the worst conceivable abuse in ordinary service; but also of providing a factor of safety far beyond that required for any punishment they will ever encounter in the service of owners.

This test has been especially valuable, engineers explain, in producing proof that the flash and spot welding processes used in Mono-Piece Body construction instead of the old method of bolting and riveting, have completely eliminated annoying body squeaks and rattles regardless of the strains or shocks to which this type of body may be subjected.

## The Water Pump.

Another point in lubrication too often neglected by the average car owner is the water pump shaft bearing and packing. Largely upon the use of a proper lubricant in these parts depends the retention of water in the circulation system.

Greases that mix readily with water, as most greases do, and wash away from the bearings must be avoided, and only greases especially manufactured to resist the washing action of water should

be employed. A proper grease will lubricate correctly and at the same time afford a good seal against water washing action, and maintain this seal over long periods of operation.

Front wheel lubrication is a simpler matter. Properly manufactured lubricants for this purpose are designed to withstand the frictional temperatures in these bearings, as well as heat transmitted from the brakes. The bearings on the wheel spindles should be well packed and a small additional supply should be placed in the hub barrel.

Again, common yellow greases should be avoided. They readily dehydrate and oxidize—that is, harden in service, leaving the bearings, in many instances, dry. Examination of the old grease will show the motorist what has happened to common yellow grease.

## Use Oil Can.

Many other points require regular attention with light oil from an oil can. Small bearings on the inches long and an inch and a half generator take only a few drops. Wide is saved and put to some Clevis pins on the brakes, and uses. Many of the smaller pieces their actuating mechanism, should be similarly supplied. The ends of the scrap and sawdust that remain the rods connecting the spark and are burned to help furnish power to the steering for the plant.

A great deal of the lumber is used for making boxes and crates Likewise, the fan shaft bearings for the shipment of Ford parts to should be supplied regularly with company branches. Similarly, lubricant—properly manufactured cardboard cartons in which

grease if they are equipped with materials are received at the plant

compression grease cups, or chassis lubricant, if they have a pressure connection.

It should be borne in mind that prior to successful summer operation of a car all parts throughout the chassis should be gone over by a competent automotive mechanic and properly tightened and any worn parts renewed.

A few hours spent in this work will produce many thousands of miles of pleasant, efficient operation. The average car operator gives little attention to the tire rims and removable wheels. If the parts are cleaned of rust and covered with a light coating of graphite grease, easy and prompt changes can be made on the road. The approach of Summer makes advisable particular attention to proper servicing of the battery.

Another important consideration in the operation of cars is to see that the wheels are kept in proper alignment. Up-to-date service stations are equipped with special gauges for this purpose. Wheels out of alignment mean high expense resulting from tire wear in many instances also causing incorrect steering action. Regular inspection of the steering gear and linkage will save many dollars for the car owner and result in greater comfort during the operation.

Thousands of tools that become worn in the shops are sent to salvage and reclaimed. Files for instance. Three thousand files are cleaned and re-sharpened in Ford-designed machines each day—and the reclaimed files are better than when they were new.

## BUYERS' GUIDE

## MOTOR CARS.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
BUICK.—The Dragon Motor Car Co. Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 80228.  
CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
FIAT MOTOR CAR.—A Goeke & Co., China Bldg., 7th floor. Tel. 22221.  
MARQUETTE.—The Dragon Motor Car Co. Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.  
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
OLDSMOBILE.—The Dragon Motor Car Co. Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.  
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WILLYS-KNIGHT & WHIPPET MOTOR CARS.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

OUTBOARD MOTORS.—Rudolf Wolff & Kew, 54 Queen's Road C. Tel. 22178.

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DODGE.—South China Motor Car Co. Ltd., 33, Des Voeux Road. C. Tel. 25644.  
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
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## MOTOR CYCLES.

B.S.A.—The Sincere Co. Ltd., Des Voeux Road. Tel. 27767.  
NORTON.—The Sincere Co. Ltd., Des Voeux Road. C. Tel. 27767.

## MOTOR OILS.

GARGOYLE MOBIL-OIL.—Vacuum Oil Company, King's Bldg. SHELL.—Asiatic Petroleum Co. (S.C.) Ltd., Asiatic Bldg.

## TYRES AND ACCESSORIES.

ACCESSORIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. Tel. 56260.

FISK TYRES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

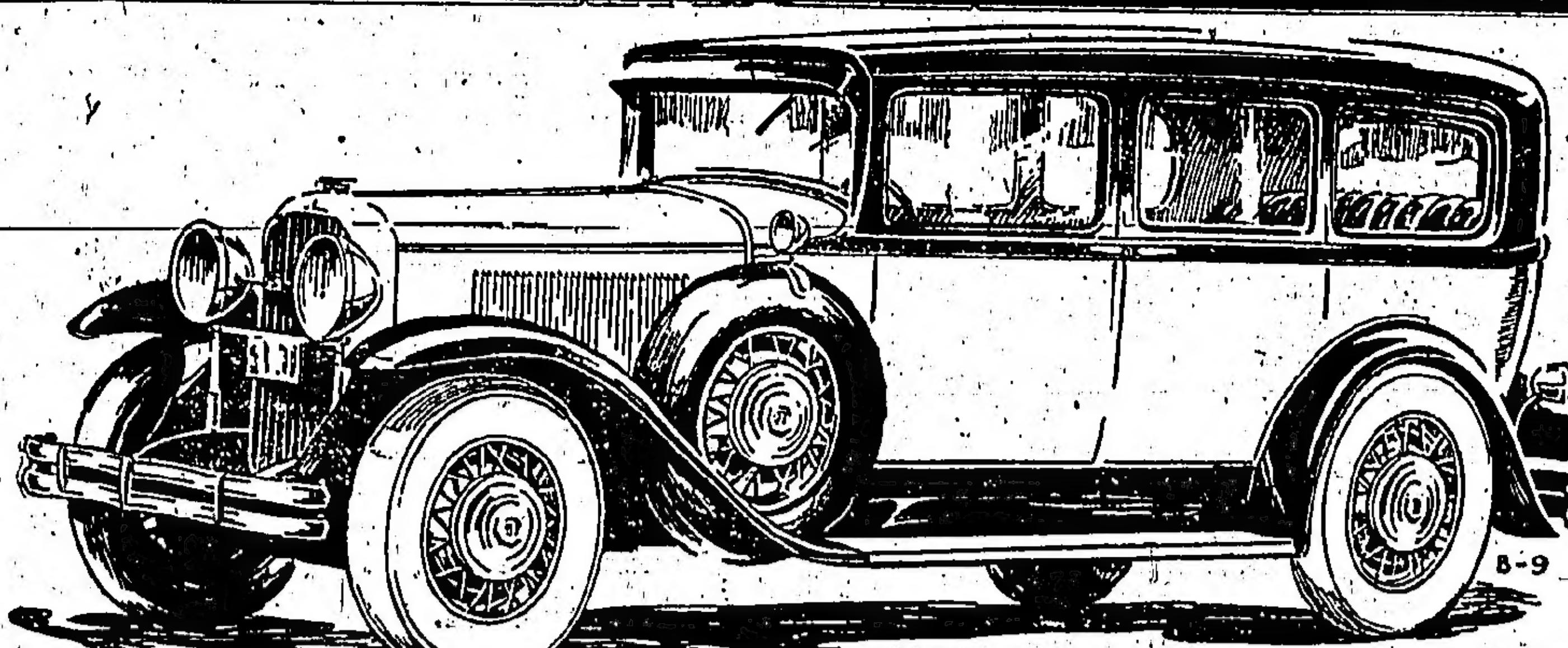
INDIA TYRES.—W. R. Loxley Co., York Bldgs. Tel. 22228.  
MICHELIN TYRES.—A. Goeke & Co., China Bldg., 7th floor. Tel. 22221.

PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
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## TEST METHODS.

## Improving Dodge Mono-Piece Bodies.

Important gains in the strength, durability and safety of Mono-Piece metal bodies, introduced in this country on Dodge Brothers automobiles, have resulted from test methods which for sheer brutal punishment of materials and construction are believed to be unequalled in the history of the automobile industry. In one of these tests a Dodge car was rolled down the side of a mountain. In another the car is subjected to hours



Even if you paid considerably more you could not get more satisfying motoring, or ownership, than you are offered in this new Buick!

In all Buick's twenty-five years of achievement it has never produced a series of cars of such outstanding beauty, comfort, performance—or value. On this reputation Buick owners are buying the new Buick with the same confidence with which they purchased preceding Buicks.

In this space we could not possibly enumerate the many features and advantages that contribute to the remarkable popularity of this new Buick. You must see it—and ride in it—to appreciate why Buick is the car that satisfies so completely.

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# The BUICK 8

*The Eights with Buick's Prestige*

## NO WASTE.

## Incident in Ford's Activities.

In the great plants of the Ford Motor Company nothing is ever thrown away that might be turned to useful purposes. From ships of steel to scrap paper, kindling and twine, everything is salvaged and utilized.

The business of salvaging old materials and converting them into useful articles, though but an incident in the activities of the Ford Motor Company, is quite an important item in decreasing production costs, which in turn means lower prices to the public.

Used lumber, ranging from beams to small boxes and crates, goes to salvage. Pieces containing nails that automatically remove the nails

—75 kgs of them a day. Every stick that is as large as eight

an oil can. Small bearings on the inches long and an inch and a half generator take only a few drops. Wide is saved and put to some Clevis pins on the brakes, and uses. Many of the smaller pieces

their actuating mechanism, should be similarly supplied. The ends of the scrap and sawdust that remain the rods connecting the spark and are burned to help furnish power

to the steering for the plant.

A great deal of the lumber is used for making boxes and crates Likewise, the fan shaft bearings for the shipment of Ford parts to

should be supplied regularly with company branches. Similarly, lubricant—properly manufactured cardboard cartons in which

grease if they are equipped with materials are received at the plant

are knocked down and returned to the shipper to be used again. When after several trips, they are damaged, machines cut them up and the cardboard pieces are used in packing.

Waste paper—250 bales of it a day—is sent to the company's paper mill where it is converted into cardboard. Glass salvaged

from old motor cars is cut to sizes and used for glazing. In factory windows. Tubing from old boilers is cut in lengths and made into fence posts. Rope is unwound and reduced to string.

Five gallon paint cans become mop buckets with rollers manufactured out of waste wood. Burlap brought in by Ford ships is woven into bags. Scrap of cloth and leather are made into aprons and hand-pads.

One section of the salvage department is devoted to rubber goods alone. There boots and gloves are melted and put back into service.

hose is spliced and sayed, and numerous other rubber articles are salvaged.

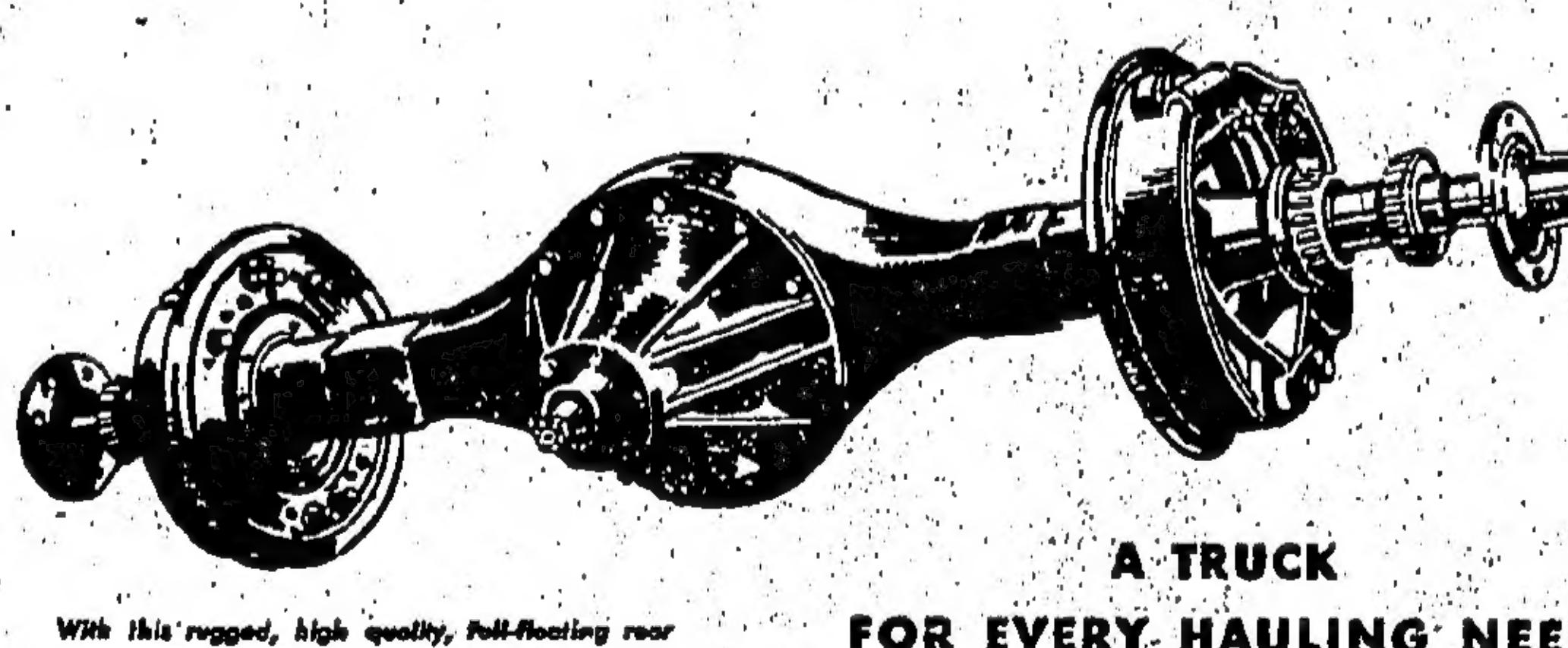
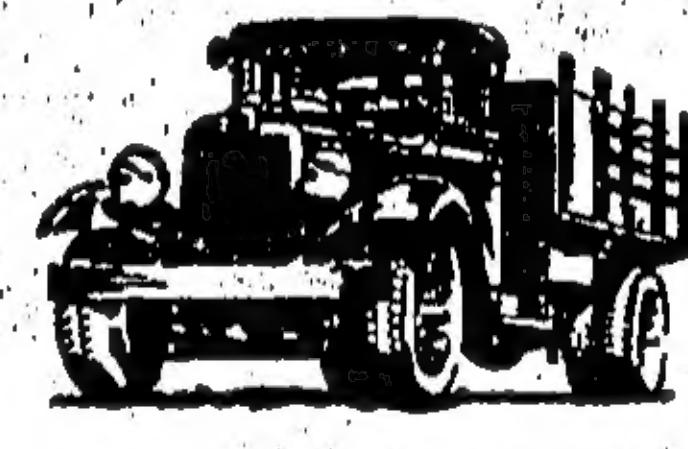
Thousands of tools that become

worn in the shops are sent to salvage and reclaimed. Files for

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## HEAVY DUTY STRAIGHT FRAME

There are seven Heavy Duty Straight Frame models, all six-cylinder and with wheelbases from 140 inches to 195 inches. Payload capacities range from 2,950 to 11,175 lbs.

## HEAVY DUTY DOUBLE DROP FRAME

There are four Heavy Duty Double Drop Frame models, all six-cylinder and with wheelbases from 150 inches to 195 inches. Payload capacities range from 3,500 to 11,175 lbs.

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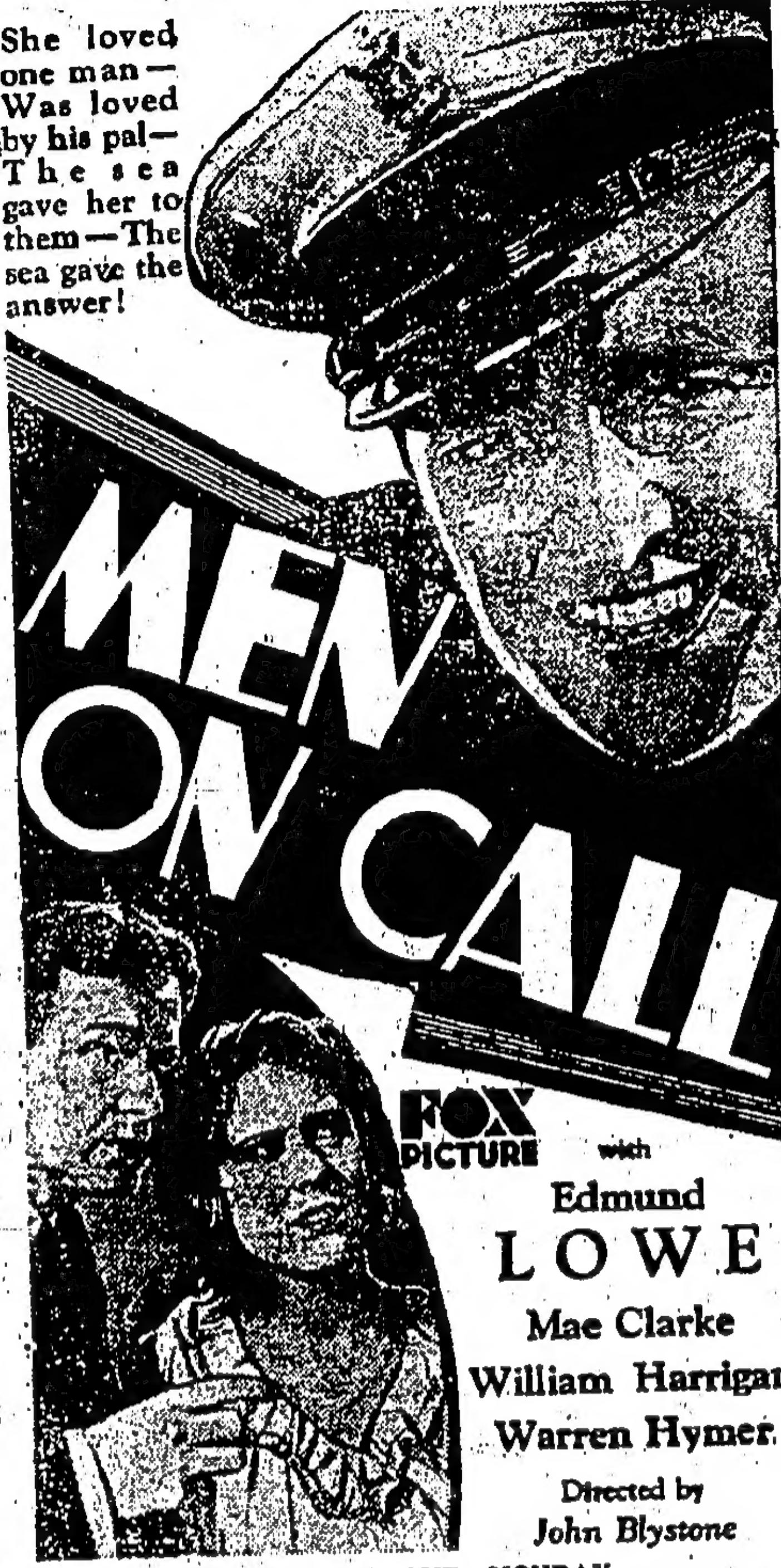
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Was loved  
by his pal—  
The sea  
gave her to  
them—The  
sea gave the  
answer!



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Lowe  
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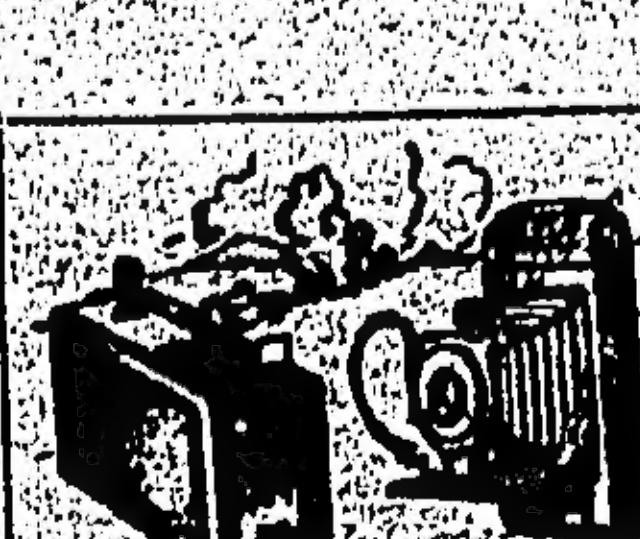


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## CURRENT SPORTING GOSSIP

### OXFORD

#### ANOTHER WIN FOR LOCAL TEAM.

South China Again Successful.

CLOSE GAME.

At Batavia, playing against the S.V.B.B. Eleven on July 8 - the South Chines touring eleven won by the odd goal in three after a very evenly contested game. The scorers for the tourists were Fung King-cheung and Chu Kwok-luan.

#### WATER POLO LEAGUE RESULTS.

V.R.C.'S BIG WIN.

At the Victoria Recreation Club last night the V.R.C. defeated the Navy by ten goals to nil in the Kowloon Division of the Water Polo League.

In the Junior Division the V.R.C. "B" drew with the Kowloon "A" at two goals all. The other match in this division resulted in Kowloon "B" being forced to concede a walk over to the V.R.C. "A" on account of not being able to raise a team.

The following are the League tables to date:-

#### Division I.

	P.	W.	L.	D.	F.	A.	Pts.
V.R.C.	6	6	0	0	40	12	12
Chinese Ath.	5	3	1	1	24	8	8
Kowloon	5	2	2	1	17	11	7
Chinese B.C.	5	2	2	1	6	13	6
Navy	6	1	5	0	5	33	5
Borders	6	0	5	0	4	30	0

#### Division II.

	P.	W.	L.	D.	F.	A.	Pts.
V.R.C. "A"	4	4	0	0	24	9	8
University	4	3	0	1	24	12	6
12th Batt.	4	3	0	1	18	9	5
Argyll	3	2	1	0	15	13	4
Kowloon "A"	4	2	1	1	16	12	4
V.R.C. "B"	3	2	1	0	18	2	4
Chinese Ath.	3	2	1	0	18	2	4
20th Batt.	4	2	0	2	2	7	2
Borders	3	1	3	1	3	25	2
R. Signals	4	0	4	0	0	19	0
Kowloon "B"	4	0	4	0	0	19	0
31st Batt.	4	0	4	0	1	23	0

#### Our Sports Diary.

##### LOCAL.

WATER POLO — To-morrow—Division I.—Kowloon v. Borders, 6 p.m.; Division II.—12th Heavy Battery, R.A. v. University, 20th Heavy Battery, R.A. v. Borders, 6.30 p.m.

SWIMMING — Saturday—South China A.A. Night Fete (North Point).

LAWN TENNIS — Saturday—B.C. Division—Recruit v. Chinese R.C. v. Nippon Club; Civil Service C.C. v. Kowloon C.C.; Hong Kong C.C. v. Craigengower C.C.; University v. Army T.C.; "Y" Division—Y.M.C.A. v. Civil Service C.C.; Craigengower C.C. v. Deutscher Club; Indian R.C. v. Chinese R.C.; Recruit v. Kowloon C.C.; Army T.C. v. Hong Kong C.C.

FOOTBALL — To-morrow—Hong Kong Football Association Annual Meeting.

LAWN BOWLS — Saturday—Division I.—Civil Service C.C. v. Kowloon Club; R.C. Club de Recruit v. Craigengower C.C.; Kowloon C.C. v. Police R.C.; Kowloon B.G.C. v. Talkoo R.C.; Division II.—Craigengower C.C. v. Club de Recruit; Hong Kong Electric R.C. v. Civil Service C.C.; Yacht Club v. Kowloon C.C.; Talkoo R.C. v. Kowloon B.G.C.

BASEBALL — Sunday—Japanese v. Chinese Athlete.

##### HOME.

CRICKET — To-day and To-morrow—Survey v. Glamorganshire.

Sussex v. Derbyshire.

Kent v. Hampshire.

Yorkshire v. New Zealand.

Lancashire v. Warwickshire.

Somersetshire v. Middlesex.

Northamptonshire v. Worcester.

Leicestershire v. Notts.

Saturday, Monday and Tuesday—Eton v. Harrow.

Sussex v. Essex.

Gloucestershire v. Middlesex.

Kent v. Surrey.

Wales v. New Zealand.

Yorkshire v. Notts.

Warwickshire v. Northamptonshire.

Glamorganshire v. Somersetshire.

Hampshire v. Derbyshire.

Worcestershire v. Leicestershire.

SHOOTING — To-day—National Rifle Association Meeting at Ballymena.

POLO — Sunday—Suburbans Gold Cup Final at Ranleigh.

LAWN TENNIS — Sunday—David Lloyd European Zone.

This effort of the season, his other

titles being 165 and 100 against

Burke in the Oval and 188

### OXFORD BEAT CAMBRIDGE

#### BRILLIANT EFFORT BY YOUNG INDIAN.

RECORDS SMASHED.

First Victory for Eight Years.

CANTAB COLLAPSE.

London, Yesterday. Oxford University to-day defeated Cambridge University by eight wickets at Lord's, thus registering their first victory since 1923.

A feature of the game was that two double centuries were scored by rival batsmen. In Cambridge's first innings A. T. Ratcliffe created a new Inter-University record by scoring 201 out of a total of 385. Oxford replied with a total of 453 for 8 declared, the Nawab of Pataudi contributing an undefeated innings of 238, thus breaking all former records.

Taking first use of a batsman's wicket Cambridge found R. S. G. Scott in fine form with the ball and, had it not been for a remarkably fine innings by Ratcliffe, Cambridge would have been in a very serious situation.

By contributing 201 Ratcliffe swelled the Cantab. total to 385.

Scott, bowling consistently well, captured 6 wickets for 64 runs.

Prolific Partnership.

Oxford faced with this formidable total received definite encouragement from the Nawab of Pataudi and H. G. Owen Smith, who participated in a most prolific partnership, and the Cambridge total was easily passed.

The Nawab of Pataudi was undefeated with 238 runs to his credit when the innings was declared closed at 453 for 8 wickets. F. R. Brown took the wickets for 153 runs.

Cambridge, requiring 69 runs to save the innings defeat, scored only 122 against the fast bowling of E. M. Wellings (5 for 25).

Set the easy task of scoring 55 runs for victory, Oxford knocked off the necessary runs for the loss of two wickets.

Full scores as cabled by Reuter were as follows:

Oxford University beat Cambridge University by eight wickets at Lord's.

Cambridge: 385 (A. T. Ratcliffe 201, R. S. G. Scott 6 for 64).

122 (E. M. Wellings 5 for 25).

Oxford: 453 for 8 dec. (Nawab of Pataudi 238, H. G. Owen Smith 78, F. R. Brown 5 for 153).

55 for two wickets.

[It is learned that A. T. Ratcliffe, the Cambridge cricket Blue, was not included in the original team, but was given W. G. Davies' place owing to the latter player being injured.

G. D. Kemp Welch, the Cambridge captain, scored 87 out of 385 scored by Cambridge in the first innings.

A. Melville, the South African player, captained the Oxford eleven in the absence of D. N. Moore who is lying seriously ill.

Note by "Cricketeter."

The Nawab of Pataudi has indeed made cricket history in his last year up at Oxford. In scoring 238 not out he broke the former highest individual score in a "Varsity" match. Ratcliffe on the previous day had scored 201, thus breaking the former record of 172 set up by J. F. Marsh for Cambridge in 1904, but the Nawab surpassed both these high scores with ease.

In last year's "Varsity" match he scored 5 and 20, and in the previous year registered scores of 106 and 84 against the Cambridge attack, and in the latter year was largely responsible for getting Oxford out of desperate plight. In the second innings he aided A. M. Crawley to add 165 runs for the second wicket.

Besides having the satisfaction of scoring a "double century" and a "century" against the "Light Blues" attack, the Nawab set up a new record in Inter-University Cricket annals.

No University batsman has approached this test, the nearest being W. W. Yardley's (Cambridge) 180 in 1922 and 100 in 1920, and H. J. Beethoven's (Cambridge) 104 in 1924 and 129 in 1925.

This score represents his best effort of the season, his other totals being 165 and 100 against

Burke in the Oval and 188

#### MAX SCHMELING TO MEET CARNERA.

Championship Title at Stake.

VENUE NOT SETTLED.

New York, Yesterday. A fight for the World's Championship belt between Max Schmeling, the German and world heavyweight champion, and Primo Carnera, the Italian giant, has been fixed for September 17 this year. The contest will be over 15 rounds.

The venue for the match has not been settled pending the New York Boxing Commission's ruling in regard to the re-instatement of Schmeling. — Reuter's American Service.

[A message of July 4 stated:—In a contest for the World's Heavyweight Boxing Championship Max Schmeling (Germany), the holder, beat Young Strubing (America) on technical knock-out in the fifteenth round.]

#### PLUCKY PRESTON BOXER.

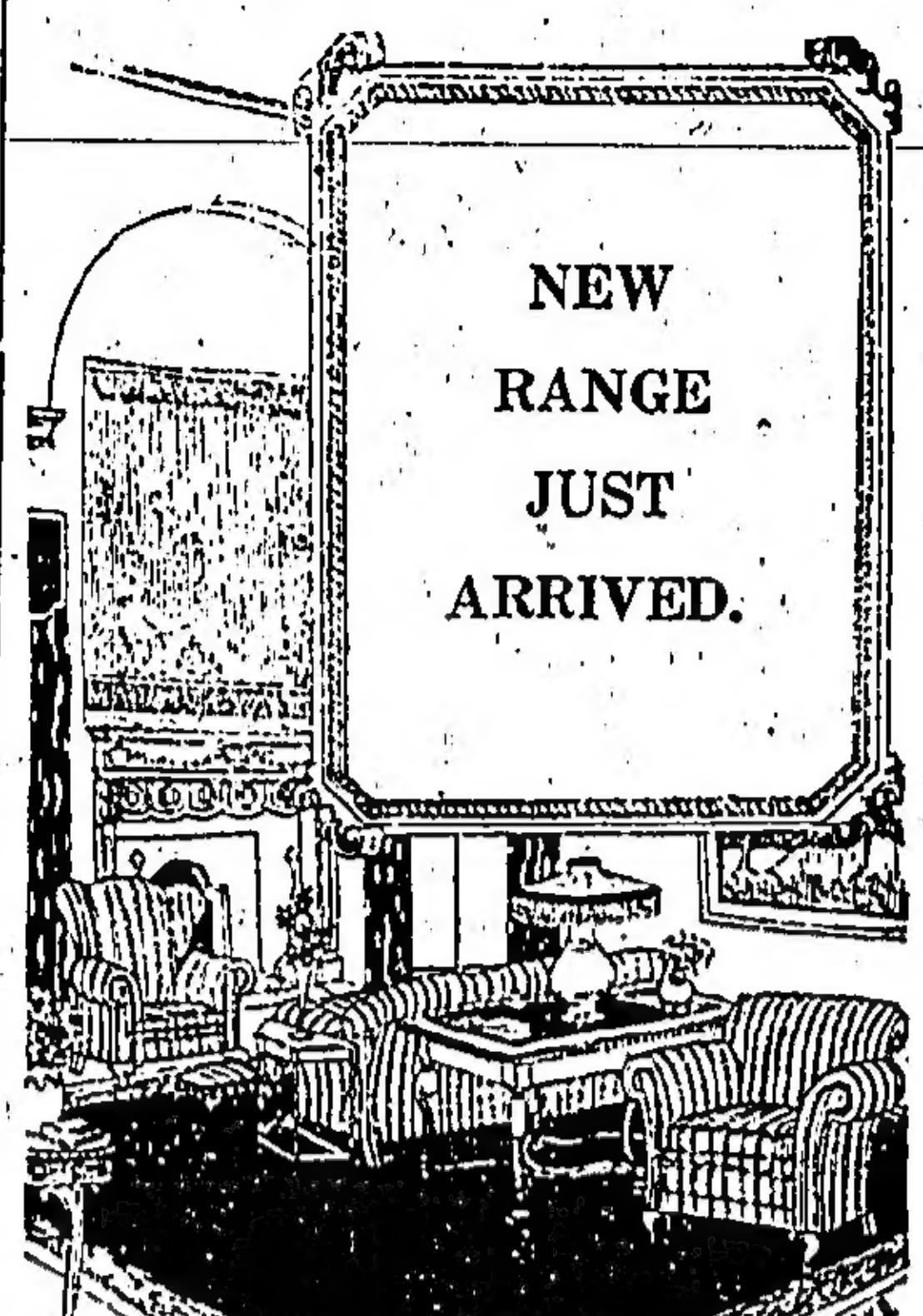
Battling Sullivan's Comeback.

HIS WIFE'S LIFE.

Twelve months ago Sam Hallmark—or "Battling Sullivan, of Preston," to give him the name he is known by in the boxing world—was advised by his medical man to relinquish his ring career. Hero of nearly 300istic encounters, with such hard-hitting fighters as Harry Reeves, Charlie Smith and Con O'Kelly—to mention but three of his opponents—Sullivan's eyes began to give out, the result of his repeated batters in the roped square, and when, eventually, he was forced to follow his doctor's advice he was almost blind.

Care and attention have restored his sight, and Sullivan is now perfectly fit again, but it is doubtful if this dour fighter would ever have entered a ring again but for one thing—the serious illness of his young wife

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TEL. 22170.

## YESTERDAY'S LAWN TENNIS

### "B" Division.

Army Beat M.B.K.  
Playing in the "B" Division of  
the Lawn Tennis League, the Army  
Tennis Club defeated the M.B.K.  
by 6½ sets to 2½ on the home  
ground at Soo Kunpo.

Scores:-  
Col. Skinner and Major Kerrich  
(Army T.C.)—  
drew with Morinaka and Mikl 6-6  
beat Techi and Nakamura 6-4  
beat Edo and Fukushima 6-3  
S/M. Atkinson and S/M. Mitchell  
(Army T.C.)—  
beat Morinaka and Mikl 6-2  
lost to Tochi and Nakamura 3-6  
beat Edo and Fukushima 6-3  
H.K.C.C. Victorious.

The Hong Kong Cricket Club  
visited and defeated South China  
A.A. by 5½ sets to 3½.

Scores:-

Chan Soo and O. K. Lam (South  
China A.A.)—

beat Divett and Armstrong 6-4  
beat Stark and Mayhew 6-1

drew with Wright and  
Monaghan 6-6

N. C. Yung and Y. K. Chung  
(South China A.A.)—  
lost to Divett and Armstrong 1-6  
lost to Stark and Mayhew 1-6  
lost to Wright and Monaghan 2-6

Civil-Servants Draw.

At King's Park the Nippon Club  
and the Civil Service C.C. shared

the points at stake, by winning

4½ sets each.

Scores:-

Fujieda and Makazato (Nippon  
Club)—  
lost to Dr. Valentine and  
J. R. Pengelly 4-6

beat F. W. Bradley and J. A.  
Bendall 6-2

lost to G. W. A. Tufton and  
B. Bickford 6-1

Yoshikawa and Kinoshita (Nip-  
pon Club)—  
drew with Dr. Valentine and  
J. R. Pengelly 6-6

beat F. W. Bradley and J. A.  
Bendall 6-4

beat G. W. A. Tufton and B.  
Bickford 6-1

Hasegawa and Sato (Nippon  
Club)—  
beat Dr. Valentine and J. R.  
Pengelly 6-4

lost to F. W. Bradley and  
J. A. Bendall 3-6

lost to G. W. A. Tufton and  
B. Bickford 3-6

"C" DIVISION.

South China A.A. Triumph.  
South China A.A. beat the Kow-  
loon Cricket Club by six sets to  
three.

Scores:-  
G. C. Burnett and G. A. White  
(K.C.C.)—  
lost to F. N. Wong and H. K.  
Ho 1-6

beat K. H. Chan and K. M.  
Chan 6-4

lost to F. K. Mok and T. K.  
Leung 4-6

G. Hedley and N. A. E. Mackay  
(K.C.C.)—  
lost to F. N. Wong and H. K.  
Ho 2-6

beat K. H. Chan and K. M.  
Chan 6-3

lost to F. K. Mok and T. K.  
Leung 4-6

G. R. Salleh and I. N. Singh  
(K.I.T.C.)—  
lost to H. Noronha and A. H.  
Remedios 0-6

lost to L. A. Ribeiro and  
A. V. Remedios 0-6

lost to E. Noronha and C.  
Assumpcao 6-6

G. R. Salleh and I. N. Singh  
(K.I.T.C.)—  
lost to H. Noronha and A. H.  
Remedios 0-6

lost to L. A. Ribeiro and  
A. V. Remedios 0-6

lost to E. Noronha and C.  
Assumpcao 6-6

Y.M.C.A. Defeated.

At King's Park the Y.M.C.A.  
lost to the H.K.C.C. by 5 sets to 4.

Scores:-  
G. H. Bradley and G. R. Horridge  
(H.K.C.C.)—  
lost to T. J. Price and E.  
Raitton 1-6

beat J. Ferguson and Mc-  
Lellan 6-3

lost to S. Gray and G.  
Puncheon 1-6

C. B. Terdu and J. S. Lee  
(H.K.C.C.)—  
lost to T. J. Price and E. Raitton 6-2

lost to J. Ferguson and Mc-  
Lellan 6-7

drew with S. Gray and G.  
Puncheon 6-6

R. K. Hepburn and T. Low  
(H.K.C.C.)—  
drew with T. J. Price and E.  
Raitton 6-6

beat J. Ferguson and Mc-  
Lellan 6-6

beat S. Gray and G. Puncheon 6-1

University Win.

Playing at Pokfulam the University  
defeated the Graduates Association  
by 6½ sets to 2½.

Scores:-

L. Oppenheim and L. de Silva  
(University)—  
lost to Dr. K. O. Yeo and H. T.  
Lee 6-1

beat Dr. Sophia and H. N.  
Chung 6-1

beat Dr. K. C. Yeo and H. T.  
Lee 6-1

beat Dr. K. C. Yeo and H. T.  
Lee 6-1

beat Dr. K. C. Yeo and H. T.  
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Lee 6-1

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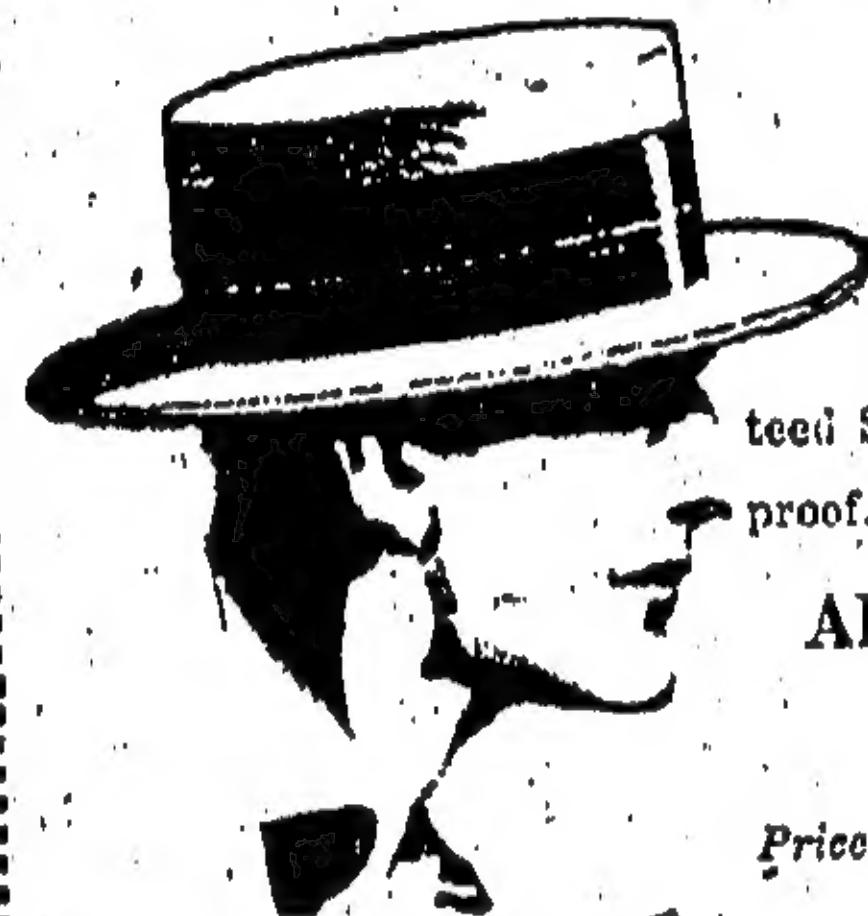
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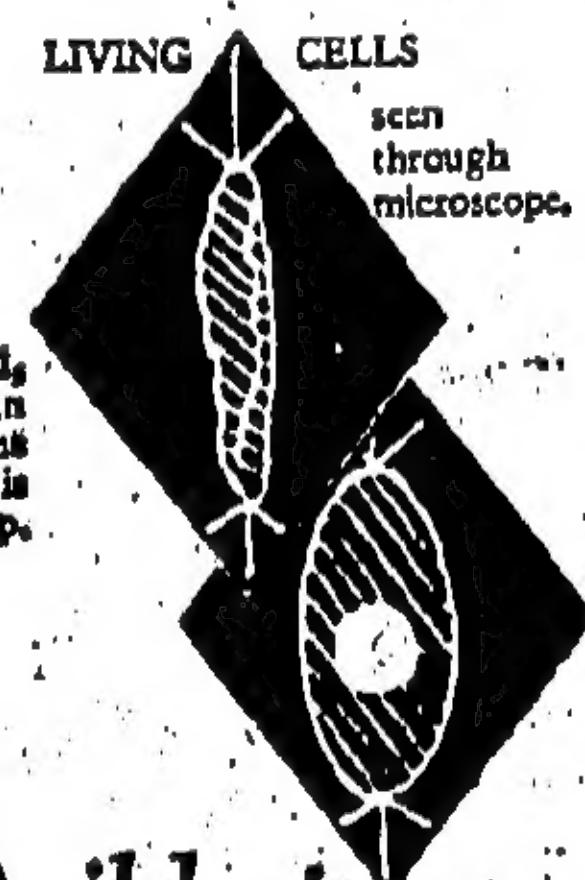
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### China's Finances.

As was stated only a few months ago by Mr. Chang Kai-nau, the General Manager of the Bank of China, owing to the severity of the existing world-wide trade depression and the keen struggle to secure new markets for their export commodities, the industrial nations of Europe and America have during the past year shown increasing interest in the economic situation in China. Trade missions from Germany and Canada have visited China and quite recently an influential mission from Britain was in the country examining the possibility of stimulating trade relations between the two nations. The cordial welcomes which have been extended to these business men emphasises that China does realise the need for closer co-operation in trade relationships.

The trade of China has in recent years been suffering severely from a number of adverse influences over which her merchants have, and can have, little or no control. Indeed, when one remembers how serious have been the handicaps to trade it is surprising that her trade figures have been so well maintained. A proper appreciation of existing economic and financial conditions in China is impossible without reference to those adverse influences, which are in part domestic, but also in part international.

There appears to be an impression, especially at home, that the present unsatisfactory condition of Chinese trade is almost entirely due to political causes and the implication is that, if these causes were removed, all would be well. It is true that, on account of political disturbances during recent years, China's trade has not been given a fair chance to develop; that military adventures, interrupted communications, and excessive taxation have proved a grievous burden which has at times threatened to bring trade almost to a standstill, but these domestic hindrances to trade have coincided in point of time with an equally disastrous fall in the value of silver which, in itself, has been a most severe blow to China's foreign trade.

Some of the causes of this fall are well known and are quite independent of happenings in China, but, on the other hand, it is possible to argue that the extent of the fall might have been very much less if the internal conditions and the trade situation of China had necessitated larger purchases of silver by Chinese interests. But it is so difficult to disentangle cause and effect, and still more to estimate the effect of any one influence, that little is to be gained by attempting to lay the blame for China's restricted trade upon any particular set of conditions, that may have existed at a particular moment.

As regards the purely domestic considerations which are affecting the Chinese trade situation, there is no doubt that during the past year political conditions have exerted the greatest influence. No sooner

### News in Brief.

"Splinters" will be screened again in the King's Theatre on Sunday and Monday.

One non-Chinese case of diphtheria was notified yesterday. This makes 22 non-Chinese cases of this disease since January 1.

During June the island received \$3.22 million gallons of water from the mainland, as compared with 64.14 million gallons in the same month last year.

The Bazaar in aid of St. Paul's Hospital Fund, under the distinguished patronage of H. E. the Governor and Lady Peel, will be opened by Lady Peel on Saturday, July 18, at 10 a.m.

On July 1 all the reservoirs on the island were below overflow with the exception of Tytan Tuk, which was level. The reservoirs in Kowloon were level with the exception of the reception reservoir.

On July 1 the estimated population of the island was 411,300 as compared with 443,740 on the same day last year. The estimated population in Kowloon rose from 175,780 a year ago to 287,300 on July 1 this year.

Knocked down and run over by a motor lorry in motion in Connaught Road West yesterday, a man named Yuen Cho (31), described as a coolie of 72, Second Street, fractured his left thigh, and was removed to the Government Civil Hospital.

Last month the island consumed 29.6 gallons of water per head per day, compared with 25.7 gallons in the same month last year. In Kowloon, on the other hand, the consumption per head per day fell from 25.6 to 18.7 gallons.

The body of Sepoy Mohamed Zaman, of the Indian Army Madras Corps, who was drowned whilst bathing in Hung Hom Bay on Monday, was yesterday found by the occupants of a sampan some distance from the scene of the fatality.

For stealing a metal watch and chain from the pocket of a seaman on the Mong Kok Ferry Wharf, Chan Sang was ordered to receive 12 strokes of the birch in the Kowloon Police Court this morning. Accused, who is only a youth, has a very bad record.

In an alleged attempt to commit suicide, a man named Wong Man-kit, aged 30 years, and living at 246 Laichikok Road, jumped into the harbour from the Yaumati Ferry, Man Chung, yesterday. He was rescued by seaman Kwok Kan, and later sent to the hospital.

In charging a Chinese before Mr. Schofield in the Central Police Court this morning with possession of a quantity of illicit opium, Revenue Officer W. Ward said that the drug was concealed in the bottom part of a water tank. A fine of \$300 or two months' jail was imposed.

A man named Leung Chor-ye (27), a member of the crew of a fishing junk, was admitted to the Government Civil Hospital at 11 a.m. yesterday suffering from injuries caused by an explosion of dynamite, whilst engaged in fishing in Chinese waters. He died at 4 o'clock this morning.

Two boat mistresses were to-day charged before Comdr. J. B. Newill, in the Marine Court, with failing to exhibit white lights on their vessel's visible, all round not less than three feet above the gunwhale. One was arrested in the Central Fairway and the other off Kellett Island. On the charges being admitted, the accused were each fined \$10.

An Armstrong car, owned by Colonel T. A. Robertson, and driven by his chauffeur, narrowly escaped destruction outside the West Gate of Tai Kok Dock at 5.30 p.m. yesterday. Two wires of the high-tension system fused under the bonnet of the car. The Fire Brigade were called, but the fire was extinguished with sand before they arrived. The car suffered no serious damage.

The general tendency may and should be directed toward high real wages," Mr. Meyer concluded, "but economic conditions, stronger than any theory, impose the measure which must not be exceeded without endangering the general economic balance of the country."

Canton, To-day. In commemoration of the fifth anniversary of the Northern Punitive Expedition to-day, the provincial and city Kuomintang held a monster meeting at 10 a.m.

To-day has been proclaimed a general holiday so that members from the various Government organs and public bodies, as well as students from all the schools and colleges were able to participate in the meeting, which was held in the auditorium of the Municipal Kuomintang Headquarters. Central Press.

### "TISSUE OF LIES."

Junk Robbery Case Dismissed.

### EVIDENCE WORTHLESS.

Wong Shun and Chun Tai, charged with armed robbery on board a junk at Sau Si Mun on May 1, were yesterday discharged by Mr. Hamilton at Kowloon Magistrate.

First accused denied the allegations, and the second man said he was not in Sau Si Mun at the time. The Magistrate said that the whole of the evidence was a tissue of lies upon which no jury could convict. The crew of the junk had concealed their return to Hong Kong, which discredited them utterly. He believed the second man's ability, but could not accept the story of the first when he said he had been beaten by the police. He was satisfied the man had made the statements voluntarily.

However, neither man could possibly be guilty of the charges brought against him.

### HOLYROOD LEVEE.

King Holds Court at Edinburgh.

### THRONE OF OAK.

Rugby, Yesterday. The King and Queen held a Court and Levee at Holyrood Palace, Edinburgh, to-day, attended by 1,000 guests. The Duke and Duchess of York were in the Royal Circus and the King and Queen occupied the new Throne Chairs, made of British oak.—British Wireless Service.

### BRITONS GASSED.

Former R.A.F. Man Among the Victims.

A fume-poisoning tragedy in which three British employees have lost their lives and two are seriously injured has occurred at the Darwendale tobacco estates, 40 miles from Salisbury, Southern Rhodesia. Two native workmen were also seriously injured.

The names of the victims are given as:

J. E. Lacey; A. Milne Davies; and J. Rivett Carnac (who was formerly in the R.A.F. and has a family in England).

It appears that section of the warehouse was being fumigated. When a native employee ran into the house of Mr. Salmon, a member of the office staff, shouting that a disaster had occurred.

Going to the warehouse, Mr. Salmon found the seven men all unconscious on the ground. He dragged them out but the three Englishmen died while being taken to hospital.

### WAGES ARE INCREASING.

Steel Cartel President's Opium.

Aloysius Meyer, President of the European Steel Cartel, in a discussion of the problem of high wages at the International Chamber of Commerce Convention in New York, brought out the fact that in the entire world "actual" wages are constantly increasing." Mr. Meyer drew a clear cut distinction between nominal wages and real wages, and insisted that he was speaking of real wages.

Mr. Meyer wants more scientific data upon which real wages can be based. High wages without any regard for other factors, is no solution for the economic ills of today, but rather a cause of much of the confusion and trouble, he insisted. He even went so far as to say that high wages had been an important contributing factor in the depression.

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In April, exports of wheat from the Dominion totalled 16,680,843 bushels—more than 3,000,000 bushels in excess of exports for March. Of the total, 15,059,843 bushels were cleared from seaboard ports.

### "CARTOONISTS' KING."

Picks His Favourite Funny Stories.

In the course of the eighteen years he has been drawing BRINGING UP FATHER, the famous comic published by the *China Mail*, George McManus has used more than 6,000 funny stories and gags. John B. Kennedy, associate editor of *Co's Magazine*, induced him to select those he liked best and tell them over the radio. Here are the choice ones that give the "King of Cartoonists," as Kennedy calls him, his biggest laughs:

"A mother and her son were listening in on the radio. As one programme ended, a new announcer took up the task of informing listeners about what was coming next."

"Willie, don't get so close to the loud speaker," the careful mother warned. "That announcer talks as though he had a bad cold."

\* \* \*

"I was stopped on the street recently by a beggar."

"Mister, can you give me a dollar to get something to eat?" he asked.

"Don't you think you'd have better luck if you asked for a dime or a quarter?" I wanted to know.

"Give me whatever you want, mister," the beggar said, pocketing the quarter I handed out. "But don't try to tell me how to run my business."

\* \* \*

"No collection of stories can be complete without the one about the Scotsman who was standing on a bridge as a boat capsized in the stream below. The rafter plunged into the water, sank twice and came to the surface again. Just as he was about to go down the third time the water called out:

"If you don't come up this time, can I have the boat?"

\* \* \*

"A patron of a speakeasy missed his watch and complained to the proprietor that he believed another patron had stolen it. The speakeasy owner promised to investigate and returned shortly with the missing timepiece.

"I ought to go over and punch that guy's nose," said the offended patron.

"Please don't," said the speak-easy owner.

## SAFETY OF AIRCRAFT

Duke of York's Tribute to Fine Service.

## WORK OF A.I.D.

The Duke of York attended the annual dinner of the Technical Staff Association of the Aeronautical Inspection Directorate at the Holborn Restaurant, Mr. J. A. Gilmore, the chairman of the association, presided.

Proposing the toast "The Aeronautical Inspection Directorate," the Duke of York said: "It gives me great pleasure to be with you this evening at what I understand is the sixth dinner of the Aeronautical Inspection Directorate and to notice how well the other branches of the Air Ministry are represented here. The other day I was reading Pepys's Diary, and I will venture to adapt slightly and quote a passage which seems to me to be relevant to this party: 'Visited my Lord Sandwich and there dined with a company of friends. Did hear much discourse of the troubles on the State and had speech with a gentleman who had travelled in Wales. He told me how Snowden was great and beautiful above all things, though very full of traps for the unwary; and how strangely certain Welshmen behave who follow no straight path, but turn hither and thither, as it were, in uncertainty. But Lord! To think how soon I forgot my troubles in good company, with feasting and music. And so to bed, after much pleasure and enjoyment.' (Laughter).

## An Efficient Service.

Well, the happy spirit of this gathering is due, I know, to the fact that your department works on the most friendly terms with its fellow departments, and that is something on which I warmly congratulate you. Most of you know about the origin of the work of the A.I.D., which will always be associated with the names of the late Sir David Henderson and its first Director, Colony Fulton. You know how it inspects all aircraft equipment of the R.A.F.; how it supervises all British civil aircraft; and so on. It works in the closest possible touch with the aircraft industry, and representatives of the directorate are stationed along most of the principal British air routes throughout the world who are responsible for the safety of all British aircraft passing their stations. Proof that their fine service is appreciated may be found in the high tribute paid to it by Mr. Montague in his speech on the Air Estimates in the House of Commons this year. He spoke on this question in some detail, but I think the gist of his remarks is contained in this sentence: "I have personally seen the A.I.D. system at work and I can speak for its efficiency."

I am inclined to wonder whether the country as a whole realises the enormous burden which this Department carries on its shoulders, for the work of an aircraft inspector involves great and heavy responsibilities. He holds in his hands the lives of the pilot and passengers. At any time it may be his duty to take a stand which clashes with the interests of others, and, if an element of doubt exists in his mind he has to guard against the danger of allowing outside circumstances to influence his decision. It is only right that this should be understood and that the services of these men who have to carry out such important duties should be fully recognised in every way.

In coupling with the toast of the name of the present director Lieutenant-Colonel H. W. S. Outram, the Duke of York said he had done much to maintain

## RHODES SCHOLARSHIP PROBLEM.

## South African Student in Financial Difficulties.

## VARSITY OPINIONS.

London, June 5. The question of whether the Rhodes Scholarships are adequate for Oxford undergraduates' needs is being discussed, as a result of the failure of a South African scholar to maintain himself on the allowance made by the Rhodes Trustees.

Mr. Brandon Laight, (26), an undergraduate, was charged before the Oxford Magistrates with obtaining goods from Oxford tradesmen by worthless cheques.

Mr. Laight, who pleaded guilty and was bound over on an undertaking that he would return to South Africa, said that he had got into financial difficulties from

which he was unable to extricate himself.

Sir Francis Wyllie, Secretary of the Rhodes Trust, stated that Mr. Laight had a distinguished career in Africa and bore an extremely good character, but his father was unable to make him any allowance and Sir Francis expressed the opinion that a Rhodes Scholarship was hardly enough to keep a student at Oxford without some allowance.

An Oxford undergraduate, when asked his opinion, said that no Scholarship would provide more than about £200 a year and he thought that £200 was the least that was necessary, while an undergraduate at Cambridge thought £300 constituted the minimum.

A new species of blueberry, from the experimental farm at Ottawa, has been tried out on the Sandusky Forest Reserve just east of Winnipeg. The berry is claimed to be as big as a marble and sold tests taken from the district show that it should thrive.

## ROUND THE LOCAL CINEMAS.

## What Mail Reviewers Say.

## "SUNNY SIDE UP."

Although it is its third return here, "Sunny Side Up," which has been screened at the Queen's Theatre and Star Theatre, is now billed at the attraction at the World Theatre to-day to Saturday.

The cast is headed by Charles Farrell and Janet Gaynor, the screen's most lovable pair. They are ably supported in every direction by Sharon Lynn, Frank Richardson, El Brendel and Marjorie White. The latter three add greatly to the success of the production with their comedy.

Song favourites such as "Keep Your Sunny Side Up," "I'm a Dreamer," "Pickin' Petals off Daisies," "Turn on the Heat," and "If I had a Talking Picture of You" are once more revived. On the whole, "Sunny Side Up" is well worth a visit.

## "HELL HARBOUR."

Thrills, romance, delightful scenery, and an intriguing plot are all included in the attraction now being screened at the Star Theatre. "Hell Harbour" is a story of the Caribbean strangest reminiscent of the days of the pirates, from whom the attractive heroine Anita Morgan (Lupe Velez) is reputed to have descended.

The story opens with the murder of Peg-leg, a wanderer who has repaired to the Island dance hall to spend his earnings, the proceeds of a pearl deal with Joseph Hornold (Jean Hersholt). Anita's father is the assailant, and the whole scene is witnessed by Hornold, who uses his occurrence as a lever to force Morgan to sell his daughter in marriage. The advent of an American trader upsets the arrangements, however, and a fitting climax puts an end to all the difficulties.

The picture is not without humour, and the acting is superb, although the chief aim of the director seems to have been the setting. The preceding comedy entitled "The Bath Between" is remarkably witty, and one of the best that has been shown at the Star Theatre for a considerable time.

## From Other Sources.

## "PHANTOM OF THE OPERA."

An interesting sidelight on the showing of "The Phantom of the Opera" at the Central Theatre, which is now having its final showings to-day, is the fact that two carpenters go through the house each night after the performances to tighten the seats which are loosened by the audience. The impact on the seats during the many thrills in this picture proves disastrous to the screws holding the seats in place and many of them are loosened.

The thrill that makes the seats absolutely unsafe is obtained when the mask is ripped from the face of Lon Chaney, whose impersonation of the Phantom is the most grotesque make up he has yet obtained.

Notwithstanding the many thrills which cinema goers always like to have, there are in the picture a whole act of "Faust" in technical colour, with many graceful acting and songs which you can hardly see or hear in Hong Kong. Those who have not seen this picture in "talkie" form are advised not to miss their last chance.

## "MEN ON CALL."

Proving once again the age-old truth that heroism is the greatest dramatic force to stir audiences to the depths of their emotions, "Men On Call," Fox movie drama dramatised of stern realities faced by the Coast Guard in their constant vigil to safeguard our storm-swept coasts featuring Edmund Lowe, Mae Clarke and William Harrigan will thrill audiences at every performance at the King's Theatre.

John Blystone directed the story which deals with two men of the service, who, fate decreed, should fall in love with the same girl. One man knew her before he joined. The other, his captain, befriended him, made his life easier in the service, then helped him rescue the girl from attempted suicide, without ever realising who she was.

William Harrigan portrays the role of the sympathetic captain who trusted all women. He never knows that his love for Mae Clarke can never be fulfilled until a storm at sea threatens her life and sends Edmund Lowe to her rescue, awake at last to the fact that her love is "Beautiful, Wonderful Eyes." The real and that she is film.

"Men On Call" was filmed almost entirely "out doors" along the

beautiful coast of Northern California, and shows actual Government Coast Guard Stations, personnel and equipment.

## "COMMON CLAY."

Stage training is admittedly a good preparation for talking film roles, but it's even better when that stage training includes many performances of the same role that a player later enacts before the camera and microphone.

This is the secret of much of Beryl Mercer's success in the talkies, the actress revealed recently. A cosmopolitan by birth and training, the daughter of a Spanish diplomat and a British concert singer and educated in both Spain and Britain, Miss Mercer had a long and varied career on the British stage before going to America.

Her most recent appearance is with Constance Bennett in "Common Clay," the dramatic Fox movie sensation co-featuring Miss Bennett and Lew Ayres, which is now at the Queen's Theatre.

Song favourites such as "Keep Your Sunny Side Up," "I'm a Dreamer," "Pickin' Petals off Daisies," "Turn on the Heat," and "If I had a Talking Picture of You" are once more revived. On the whole, "Sunny Side Up" is well worth a visit.

On the whole, "Sunny Side Up" is well worth a visit.

## SHADOWS BEFORE

## COMING EVENTS ANNOUNCED IN CHINA MAIL.

## Entertainments.

To-day—King's Theatre: "Men On Call."

To-day—Queen's Theatre: "Common Clay."

To-day—Central Theatre: "Phantom of the Opera."

To-day—Marconi Theatre: "The Singing Peony."

To-day—World Theatre: "Sunny Side Up."

To-day—Star Theatre: "Hell Harbour."

## Home Maids.

To-morrow—Inward from Europe via Siberia (Hakone Maru); Outward for Europe via Siberia (Isar), 3.30 p.m.

Saturday—Inward from Europe via Nagapatan (Fushimi Maru); Outward for Europe via Marseilles (Hakone Maru), 12.30 p.m.

## Land Sales.

Monday—at P.W.D. Offices, two lots of Crown land, 3 p.m.

## Sports.

See Sports Diary on Page 4.

## Miscellaneous.

July 18—Bazaar in aid of St. Paul's Hospital Fund, 10 a.m.

## RADIO

## TO-DAY'S PROGRAMME.

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on a wavelength of 355 metres.

6.8 p.m.—European Programme of Columbia Records kindly supplied by Messrs. Anderson Music Co.

6.27 p.m.—Orchestral. The Season's Ballet (Glazounov), Alexander Glazounov's Orch. (LX23-30).

Dance of the Flowers (Delibes), Lucerne Kursaal Orchestra (LX30).

The Three Bears (Coates), Plaza Theatre Orchestra (6400).

6.27-6.45 p.m.—Vocal Gems from Opera.

Marijuana (Wallace), Clara Sorensen, Francis Russell, Dennis Noble and Chorus (9872).

The Three Musketeers (Grey-Friars), Columbia Light Opera Co. (DX56).

6.45-7.23 p.m.—Concert Items.

Pianoforte Solo—Leslie Stuart's Popular Songs (Stuart) ... Leslie Stuart (9093).

Song—Good-Bye (Tosti), O Lovely Night (Landon Ronald), Eva Turner, Soprano (L1827).

Violin Solo—Hungarian Folk Tunes (Szegedi), Joseph Szegedi (LX31).

Song—O Vision Entrancing (Thomas), My Dreams (Tosti), Tom Burke, Tenor (L1951).

7.23-8 p.m.—Variety.

Orchestra—Ever Green—Selection, Nippy Selection, The Stage Orchestra (MR238).

Piano-Accordion Solo—Blaze Away, Mackenzie Reid (MR315).

Vocal Duet—Sleepy Hollow, My Heart Is Where the Mohawk Flows To-night, Carson Robison and Frank Luther (MR316).

Orchestra—The Mosquitoes' Parade, London Novelty Orchestra (MR200).

Cornet Solo—Columbine, Lucille... Jack Mackintosh (MR274).

Piano Solo, Sides by Sids, Norman Long (6187).

8 p.m.—Local Time & Weather Report.

8.03-10.30 p.m.—Chinese Studio Concert.

10.33 p.m.—Close Down.

## ECONOMIC SUB-PARLIAMENT.

## Mr. Winston Churchill's Suggestion.

## THREE YEARS' MEMBERSHIP.

While "City Lights" is absolutely void of dialogue, it is fully synchronised with music, and sound effects are also included. The entire musical accompaniment, with but several exceptions, is the original creation of Chaplin. He was assisted in the arrangement by Arthur Johnston of the Irving Berlin organisation. Although it is not generally known Charlie Chaplin is an accomplished musician. In this art he is self-taught and he is known to be the master of numerous instruments. His talents in this respect included the violin, cello, piano, organ, concertina and several of the brasses.

With the coming of synchronisation in motion pictures Chaplin decided to undertake the accompaniment to his first sound production "City Lights." For a year or more he has devoted much of his time to this phase of the production. One of the outstanding numbers to be offered with his latest picture is "Beautiful, Wonderful Eyes." The melody as well as the words of this ballad are Chaplin's although only the music accompanies the film.

Mr. Churchill suggested that the sub-Parliament should consist of 120 members, of whom 40 should be members of the House of Commons experienced in economic and commercial matters, to discuss such questions, and to which Bills might be referred after their second reading, was suggested by Mr. Winston Churchill, giving evidence before the House of Commons' Select Committee which is considering procedure on public business.

The leaders of the parties would choose the whole of the 120 in proportion to the strength of the party in the House of Commons.

As He Played it on the Wireless.

## JACK PAYNE &amp; HIS B.B.C. DANCE ORCHESTRA

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CB233—Peanut Vendor ..... Fox-Trot.

CB222—When Kentucky Bids ..... "

CB264—You're Driving Me Crazy ..... "

CB257—Share My Umbrella ..... "

CB257—Sunshine and Shadows ..... "

CB257—Out of Nowhere ..... "

CB249—Ten Cents a Dance ..... "

CB249—I'll Be Good Because of You ..... "

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## TO LET.

TO LET.—From January 2 to middle September, 1932, "Windy Ledge" 551, The Peak, with garage, car, and matshed at Stanley. Apply Digby, 551, The Peak. Tel. 29292.

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**PRIVATE LESSONS** in English, French, Music, Shorthand and Typewriting. Terms moderate. Anna Villas, Austin Road, Kowloon.

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**WESTOVER—STEVENAGE.** Within an hour from London. In healthy neighbourhood. SCHOOL for GIRLS and SMALL BOYS. A few Boarders received in the House of the Principal. Individual care and attention. For Particulars apply to:

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## MISCELLANEOUS

**YOUR VISITING CARDS** neatly and promptly printed—"China" Mail Office, No. 3A, Wyndham St., Tel. phone 20022.

## FOR SALE.

**FOUR VALVE SCREEN Grid Wireless Set**, with loud speaker and two pair earphones, in good condition. Apply Box No. 695, c/o "China Mail".

**HONG KONG DOLLAR DIRECTORY.**—On sale at all book-stalls and at the offices of the Publishers, 3A, Wyndham Street.

**"COASTWISE."**—An interesting book of cartoons depicting "Happenings" on the China Coast. Price \$1, on sale at the "China Mail" offices, 3A, Wyndham Street.

**AN INTRODUCTORY HISTORY** for schools by A. H. Crook; W. Kay and W. L. Handyside. Price \$2, on sale at the publishers, Newspaper Enterprise, Ltd., 3A, Wyndham Street.

## LAMMERT BROS.

AUCTIONEERS, APPRAISERS AND SURVEYORS.

## Public Auctions

THE Undersigned have received instructions to sell by Public Auction,

ON

MONDAY, July 13, 1931,  
commencing at 2.30 p.m.  
at their Sales Room,  
4, Duddell Street.

A Valuable Collection of CURIOS.

Comprising:

Porcelain Vases, Bowls, Large & Small Wall Plates, Flower Pots, Large & Small Bowls, Porcelain Figures, Ornaments, Brass & Bronze Ware, Lacquer Ware, Chinese Paintings, Embroideries, Blackwood Joss Tables, Blackwood Chests, Blackwood Screens, Blackwood Opium Stools, etc.

also

Large Bronze Incense Burners,  
Large Bronze Figures,  
and

Very Large Satsuma and  
Porcelain Vases.  
Terms—Cash on Delivery.  
On View from Saturday, July 11, 1931.

LAMMERT BROS.

Auctioneers.

Hong Kong, July 6, 1931.



## PUBLIC AUCTION.

## PARTICULARS &amp; CONDITIONS

of the Sale by Public Auction to be held on MONDAY, the 13th day of July, 1931, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Mong Kok Tsui, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

## PARTICULARS OF THE LOT.

No. of Site	Locality	Boundary Measurements	Contracted Area in Square Feet	Annual Rental	Upset Price
Residence Lot No. 254	Kowloon Island East, Kowloon and Mainland, as per sale plan.	15,090 236	\$5	\$5	



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The decision to abandon all plans envisaging Guam as a military base, according to the correspondent, has been expected ever since the London naval conference, and may be attributed in part to improved relations between the United States, and Japan. Following the return of Mr. Castle, now under secretary of State, from his post as temporary Ambassador to Japan during the period of the London Conference, State Department officials held important conversations with the higher admirals of the Navy. The whole question of military bases in the Pacific was discussed, and the tentative decisions referred to the President. Mr. Hoover long had desired to abandon the plan of considering Guam as of military importance and therefore approved the policy elaborated by his associates.

It is the view of the State Department, according to the correspondent, that prospects for peace in the Pacific are good and are likely to continue satisfactory owing to the harmonious programmes of the nations interested.

[Guam is one of the Marianne Islands Group of islands lying

1,400 miles eastward of the Philippines.]

## HONG KONG HEIGHTS

For the information of visitors the following list of some of the highest points on the Island and Mainland is published:

Island.	Feet.
Victoria Peak .....	1,823
Signal Station .....	1,774
Mt. Parker .....	1,725
Mountain Lodge .....	1,725
The Eyre .....	1,725
Peak Hotel .....	1,805
Tai Koo Sanatorium .....	1,000
Mt. Davis .....	877
Bowen Road (Meribeds) .....	297
Mainland. ....	Feet.
Mt. Davis .....	3124
Kowloon Peak .....	1,971



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*S.S. "PILSNA"	July 12	Aug. 2	
S.S. "VENEZIA"	July 27	Aug. 30	
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SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.	Tuesday, 21st July.
SHIINO MARU	Wednesday, 5th August.
SEATTLE-VANCOUVER via Shanghai & Japan Ports.	
HIKOME MARU	Tuesday, 28th July.
LONDON, MARSEILLE, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez	25th August.
HAKONE MARU	Saturday, 11th July.
YASUKUNI MARU	Monday, 27th July.
SYDNEY & MELBOURNE via Manila & Ports.	Saturday, 25th July.
KAMO MARU	Saturday, 22nd August.
KITANO MARU	
MANILA	
SHIINO MARU	Monday, 13th July.
BOMBAY via Singapore, Penang, & Colombo.	
TANGO MARU	Saturday, 11th July.
† TOKUSHIMA MARU	Tuesday, 28th July.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.	
HEIYO MARU	Tuesday, 28th July.
NEW YORK, BOSTON via Panama.	
† TATSUNO MARU	Monday, 18th July.
LIVERPOOL via Port Said, Stamboul (Constantinople), Genoa.	
† DURBAN MARU	Sunday, 19th July.
CALCUTTA via Singapore, Penang & Rangoon.	
† MURORAN MARU	Wednesday, 16th July.
† MALACCA MARU	Wednesday, 29th July.
SHANGHAI, KOBE & YOKOHAMA	
FUSHIMI MARU	Saturday, 11th July.
KITANO MARU (Nagasaki direct)	Friday, 17th July.
† BENGAL MARU	Saturday, 18th July.

For further information apply to:- NIPPON YUSEN KAISHA Telephone 30291. (Private exchange to all departments.)

## O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via Saigon, Singapore, Colombo, Durban & Capetown.	Mon., 20th July
MOMBASA-ZANZIBAR-DAR-ES-SALAAM, BEIRA, LOURENCO MARQUES, DURBAN, PORT ELIZABETH & CAPE TOWN, THENCE TO RIO DE JANEIRO & SANTOS via Singapore & Colombo.	Fri., 17th July
BRISBANE, SYDNEY, MELBOURNE, AUCKLAND & WELLINGTON via Manila.	
JAPAN PORTS (Freight Services)	
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NEW YORK via Japan ports, Los Angeles, Mexico and Panama.	
Call Direct at Boston, Philadelphia & Baltimore.	
BOMBAK via Singapore, Belawan Dell & Colombo.	
CALCUTTA via Singapore, Belawan Dell & Rangoon.	
HAIPHONG via Holloway & Pakhol (Forthrightly).	
KEELUNG via Swatow & Amoy (3 p.m. every Sunday).	
TAKAO via Swatow & Amoy (Forthrightly).	

For further particulars please apply to:- OSAKA SHOSEN KAISHA.

Telephone 22661.

## BRITISH WUCHOW LINE

SAILING DATES FOR JULY, 1931 (Subject to Change).

DEPARTURE HOURS: Hong Kong 5.30 p.m. Wuchow 8 p.m.

Steamer	Leaves Hong Kong	Arrives Wuchow	Leaves Wuchow	Arrives Hong Kong
TAI-MING	WED. 8th	THURS. 9th	FRI. 10th	
TAI-HING	WED. 11th	FRI. 13th	SAT. 14th	SUNDAY 12th
TAI-MING	SAT. 11th	SUNDAY 12th	TUES. 14th	WED. 15th
TAI-HING	TUES. 14th	THURS. 16th	FRI. 17th	SAT. 18th
TAI-MING	FRI. 17th	SUNDAY 19th	MON. 20th	TUES. 21st
TAI-MING	SAT. 18th	SUNDAY 19th	MON. 21st	TUES. 22nd
TAI-MING	SAT. 25th	FRI. 27th	SUNDAY 29th	MON. 30th
TAI-MING	SAT. 25th	FRI. 27th	SUNDAY 29th	MON. 30th
TAI-MING	SAT. 25th	FRI. 27th	SUNDAY 29th	MON. 30th
TAI-MING	SAT. 25th	FRI. 27th	SUNDAY 29th	MON. 30th
TAI-MING	SAT. 25th	FRI. 27th	SUNDAY 29th	MON. 30th
TAI-HING	SAT. 25th	FRI. 27th	SUNDAY 29th	MON. 30th
TAI-HING	SAT. 25th	FRI. 27th	SUNDAY 29th	MON. 30th
Ports of Call - Samshui Shihling, Takking & Doshing.				
Forwards Return (not including passage) £20.00.				
Passenger Arrivals & Departures from TAI HING WU CHOW.				
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SANG WO Co. Ltd.

## Shipping Intelligence.

## WATER LEVELS.

## Details for West, North and East Rivers.

The following table, issued by the Kwangtung River Conservancy Commission, shows in feet the water levels on the West River, North River and East River on the dates named:

July 7  
West River at Shihling 6  
North River at Samshui 29.4  
East River at Shekding 9.6 8.0

The level at Shihling on July 6 was 33.7 feet, whilst only July 8 the level at Tsingyuen was 24.4 feet.

The highest levels recorded are:- Shihling, 41 feet; Tsingyuen, 29.2 feet; Samshui, 27.8 feet; Shekding, 11.5 feet.

The lowest levels on record are minus 5 feet at Samshui, and minus 2.7 feet at Shekding.

## REDUCTION IN FARES.

## New Arrangements for Empress Liners.

The Canadian Pacific announce that, contingent sailing of the Empress of Canada from Hong Kong on August 15, the second class on the White Empresses will be designated tourist cabin and fares will be reduced.

The present fares from Hong Kong to Victoria and Vancouver are:-

2nd Class New Fares  
Emp. of Japan G\$250.00 G\$280.00

Emp. of Canada 250.00 230.00

M.P. of Asia 230.00 190.00

No changes will be made in the present second cabin accommoda-

All tourist cabins are fitted with hot and cold running water. A superior grade of food and service will be provided.

For passengers travelling to Canada, U.S.A., or Europe on a limited budget, this new Empress service offers exceptional value.

## ARRIVALS OF SHIPS.

Tuesday July 7.

Antung, British str., 2,107 tons, Capt. D. Lupton, from Amoy, buoy No. B15.—B. & S.

Eng. Lee, Chinese str., 365 tons, Capt. H. Mak, from Swatow, buoy No. B19.—Yee Tai Hong.

Ryuho Maru, Japanese str., 1,981 tons, Capt. Ozawa, from Chefoo, buoy No. B21.—D.K.K.

Tai Poo Sek French str., 1,219 tons, Captain M. Paul, from K. C. Wan, buoy No. B18.—Wo Hop & Co.

Tokai Maru, Japanese str., 5,046 tons, Capt. K. Ishimaru, from Nagasaki, buoy No. A8.—O.S.K.

Wednesday, July 8.

Benalder British str., 3,047 tons, Capt. R. B. Dawson, from Singapore, Kowloon Wharf—Gibb, Livingston & Co.

Haiching, British str., 1,284 tons, Capt. Ellis Walker, from Foochow via Amoy and Swatow, Douglas Wharf—Douglas S.S. Co.

Hai Hing, Norwegian str., 1,445 tons, Capt. O. S. Olsen, from Swatow, buoy No. B16.—Thoresen & Co.

Hangsang, British str., 1,848 tons, Capt. J. Moodie, from Swatow, West Point Wharf—J. M. & Co.

Hozan Maru, Japanese str., 1,383 tons, Captain H. Oyama, from Swatow, O. S. K. Wharf—O.S.K.

Lushan Maru, Japanese str., 1,507 tons, Capt. R. Nagayama, from Canton, buoy No. C5—N.Y.K.

Lyeemoon, British str., 1,734 tons, Capt. E. Holmes, from Singapore and Co., Ltd., for the Havre port authorities to the designs of the Buckryus Erie Co., of Milwaukee.

She is the first vessel of the kind to be built in Britain, and all machinery has been shipped from America. She has no propelling machinery, but her remarkable plant enables her to raise herself several feet in the water by means of four huge legs, each 70 ft. long which can be operated rapidly, and which jab into the river or sea bed.

The dipper can tear into solid rock and scoop up ten tons of material at a time. The five steam-engines aboard and the whole of the plant can be operated from the bridge.

The dipper can tear into solid rock and scoop up ten tons of material at a time. The five steam-

engines aboard and the whole of the plant can be operated from the bridge.

For freight, passenger rates and information apply to the undermentioned.

All bookings are subject to the provisions of the Company's Bill of Lading.

## OBsolete Tonnage

## Committee in Favour of Scrapping.

The report of the Committee on Obsolete Tonnage was issued by the Board of Trade recently. They state that they are satisfied that it would be impossible to devise any scheme, either for scrapping only or for scrapping combined with replacement, that would secure the necessary financial support from the industries concerned, that would be practicable to carry out, and that would operate equitably between individuals.

It was, moreover, their considered opinion that any scheme involving either replacement or restriction upon the shipowner's freedom of sale, even if practicable, would not be in the national interest.

A reservation by Mr. Dennison and Mr. Lathan states that, while accepting the substance of the report, they are not convinced that a scheme involving replacement or restriction of sale would operate against the national interest, or that mutual arrangements are impracticable between the various interests which would conserve largely to Britain obsolete shipping as a source of what is an important raw

material (i.e., scrap) to the iron and steel industry in place of the present unregulated disposal of that material to foreign countries.

They suggest that shipowners should be urged to consider the setting up of a committee or some form of organisation, with which the shipbreakers and the iron and steel manufacturers should be requested to co-operate, which would deal with the matter on a national basis, as they are convinced that the difficulties referred to in the report are difficulties of detail rather than of principle.

The committee, which was composed of Mr. G. A. Mitchell (chairman), Sir Ernest Glover, Bart., Sir Frederick Lewis, Bart., Mr. R. Dennison, and Mr. George Lathan, M.P., was appointed "to consider the economic factors involved in the disposal of old ships and their replacement by new, to report whether it is desirable in the national interest that steps, not involving a grant from public funds, should be taken to encourage this process, and, if so, to indicate what, in their opinion, such steps should be."

The committee, which was com-

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KHYBIR	9,000	1st Aug.	Marseilles, L'don, R'dam & A'werp
KIDDERPORE	5,300	5th Aug.	Strait, Colombo & Bombay.
SOMALI	6,800	8th Aug.	Hamburg, Rotterdam & Antwerp.
RAJPUTANA	17,000	15th Aug.	Bombay, Marseilles & London.
TPADUA	6,000	22nd Aug.	Marseilles, Havre, London, Hamburg, Rotterdam & Antwerp.
KARMALA	9,000	29th Aug.	Marseilles, London, Rotterdam, Antwerp & Hull.
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SANTHA	8,000	31st July	Shanghai, Moji & Kobe.
KARMA	9,000	31st July	Amyo, Moji, Kobe & Osaka.
NANKIN	7,000	28th Aug.	Shanghai, Moji, Kobe & Yokohama.

\* Cargo only. † Calls Nagoya.

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## TUMULTUOUS WELCOME.

### Empress of Britain in Her £2,000,000 Dock.

Quebec, June 2. Never did a vessel have such a reception at this historic port of Quebec as the giant white wonder ship, Empress of Britain received last night—never, at least, since one of her predecessors came bringing the Prince of Wales.

We steamed slowly up river towards one of the most magnificently sited cities of the Empire. Crowning the high-bluff citadel, Quebec dominates the long reach of St. Lawrence, and the quaint buildings of this old French city cover the steep slopes leading to the river-side below.

All the afternoon aeroplanes had been circling overhead or roaring past level with the Empress of Britain's decks. The green wooded banks of this lovely river were thronged with peasant farmers and their immense families. Every vessel we met sounded her siren and dipped her ensign in salute.

### Massed Spectators.

Meanwhile Lord Rothermere, Mr. W. D. Herridge, the new Canadian representative at Washington, and other distinguished passengers were giving short broadcast talks to the whole Dominion and the United States by the ship's wireless telephone system.

As we approached Quebec we gradually accumulated a whole fleet of escorting excursion steamers, tug-boats, speed-boats, and motor-craft of all kinds, their decks crowded with cheering people and maintaining a constant blare of sirens which was taken up by vessels lying in Quebec Harbour, in honour of the largest ship that has even come up the St. Lawrence.

After a day of perfect Spring weather the sun set behind Quebec, throwing her high towers and the gun-studded bastions of the old fortress into black relief.

Then a chain of electric lights sprang out along the famous Dufferin Terrace, and we saw its whole length was thickly massed with spectators.

On every skyline more figures were silhouetted against the twilight sky, and shrill cheers rang out constantly across the water.

### Like A Ghost Ship.

The ship's floodlights, illuminating her funnels and upper-decks, had been turned on, and her searchlight constantly swept the shore, so that she looked like a gigantic white ghost vessel.

We rounded the Citadel and went on to the new £2,000,000 dock that has been built for this ship and her successors. Here another huge crowd was waiting, and cars were parked thickly on a belt of reclaimed foreshore that had been built along the edge of Wolfe's Cove, where he landed his troops to capture Quebec in 1759. The heights of Abraham, which they scaled by a secret path, have been ploughed by a special railway tunnel at a cost of £200,000 to link the Empress of Britain's new quay with the railway line for New York.

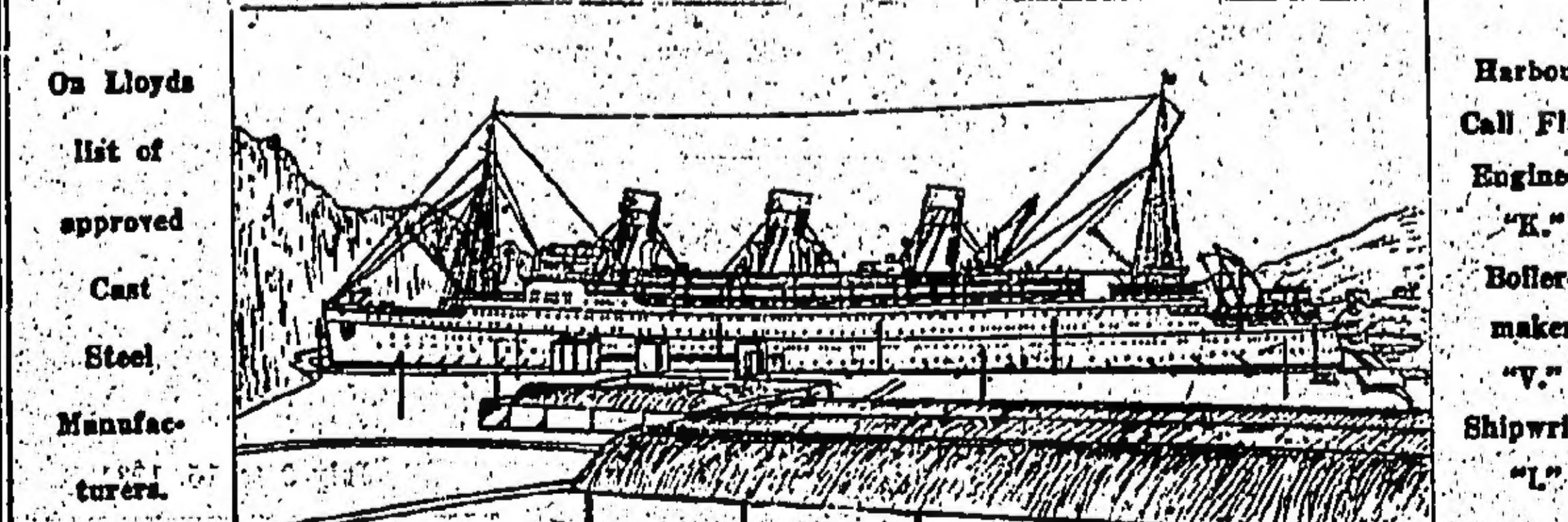
Captain Latta brought his 42,500-ton ship alongside the new dock without the least perceptible bump, though it was "a starboard landing," which sailors regard as the highest test of skill in handling a big vessel.

And so, through a densely packed, excited mob, we landed. There can be few of Quebec's population of

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## GOOD-BYE TO THE SEA AFTER 46 YEARS.

### A Talk with Sir Arthur Rostron of the Cunard

#### A VERY BUSY LEISURE.

Captain Sir Arthur Rostron, Commodore of the Cunard Line, has retired. He told me so himself when I talked to him at his house on the hill that overlooks Southampton, writes an Evening News correspondent.

"Really retired?" he said. "Not about to retire" or "thinking of retiring," but "has retired." I retired—after 46 years at sea and 36 years with the Cunard Company."

The sea has been his life.

After nine years in sailing ships he joined the Cunard Line in 1895, as fourth officer in the Umbria. Promotion followed quickly: he commanded the Brescia and the Carpathia. When the Titanic foundered off Newfoundland after striking an iceberg it was Sir Arthur who picked up the wireless message of distress and rushed to the rescue.

He saved more than 700 passengers.

It is these hazards of the sea that to-day—the first day of his retirement—were exercising his mind.

"My retirement," he said to me, "is going to be devoted to two objects. The first is the improvement of my profession. I want to help all seafarers.

"There is in Southampton a local Club—The Master Mariners' Club—and I am going to put in a good deal of time working for it. We want to get rid of all the difficulties and the dangers that we sailors know still exist in our profession."

"Ships are getting bigger and more expensive and more difficult to navigate. We want to do everything to improve harbours, buoys, lights, lighthouses and every other aid to navigation."

I recalled the Titanic disaster.

"The Titanic tragedy was undoubtedly the event of my life," said Sir Arthur slowly. "One can forget an event like that."

"The other thing I want to do now," he went on, "is to try to improve our relations with America."

A Word For America.

Sir Arthur, of course, knows hundreds of Americans; he has received the freedom of New York, and was awarded the coveted U.S. Congress Gold Medal.

"I want Britain to realise the real position in America," he said, "and all the difficulties the Americans have to face."

"Really, in England we scarcely

realise what America stands for.

"Millions of people have arrived in America. Here, another huge crowd was waiting, and cars were parked thickly on a belt of reclaimed foreshore that had been built along the edge of Wolfe's Cove, where he landed his troops to capture Quebec in 1759. The heights of Abraham, which they scaled by a secret path, have been ploughed by a special railway tunnel at a cost of £200,000 to link the Empress of Britain's new quay with the railway line for New York.

Captain Latta brought his 42,500-ton ship alongside the new dock without the least perceptible bump, though it was "a starboard landing," which sailors regard as the highest test of skill in handling a big vessel.

And so, through a densely packed, excited mob, we landed. There can be few of Quebec's population of

## PORTHOS COLLISION.

### Pilot of French Steamer Gives Evidence.

The first hearing of the Kikusui Maru-Porthos collision case was held in the Osaka Marine Court on the 2nd instant, Judge Ishida presiding. The disaster in which the Japanese steamer was sunk, with the loss of many passengers, occurred in the Akashi Straits on February 9 at about 7 p.m. in a severe snow storm.

Mr. Tojima Kanichi, first engineer of the ill-fated Kikusui Maru, was first to be examined. His examination lasted two hours, during which he gave a minute description of the circumstances in which the disaster occurred.

Mr. Mori Denichii, the pilot of the Porthos at the time of the accident, was next examined.

Their testimony did not tally in many respects, and they were subjected to further examination when the Court resumed the hearing in the afternoon. For reference, the depositions of two passengers of the Kikusui Maru, Horikawa Seitaro, and Ikawa Kanhei, were read.

Counsel then asked several questions.

The hearing was resumed the following day

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H. MORI,

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Hong Kong, June 16, 1931.

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# The China Mail

Thursday, July 9, 1931.  
Fifth Moon, 24th Day.

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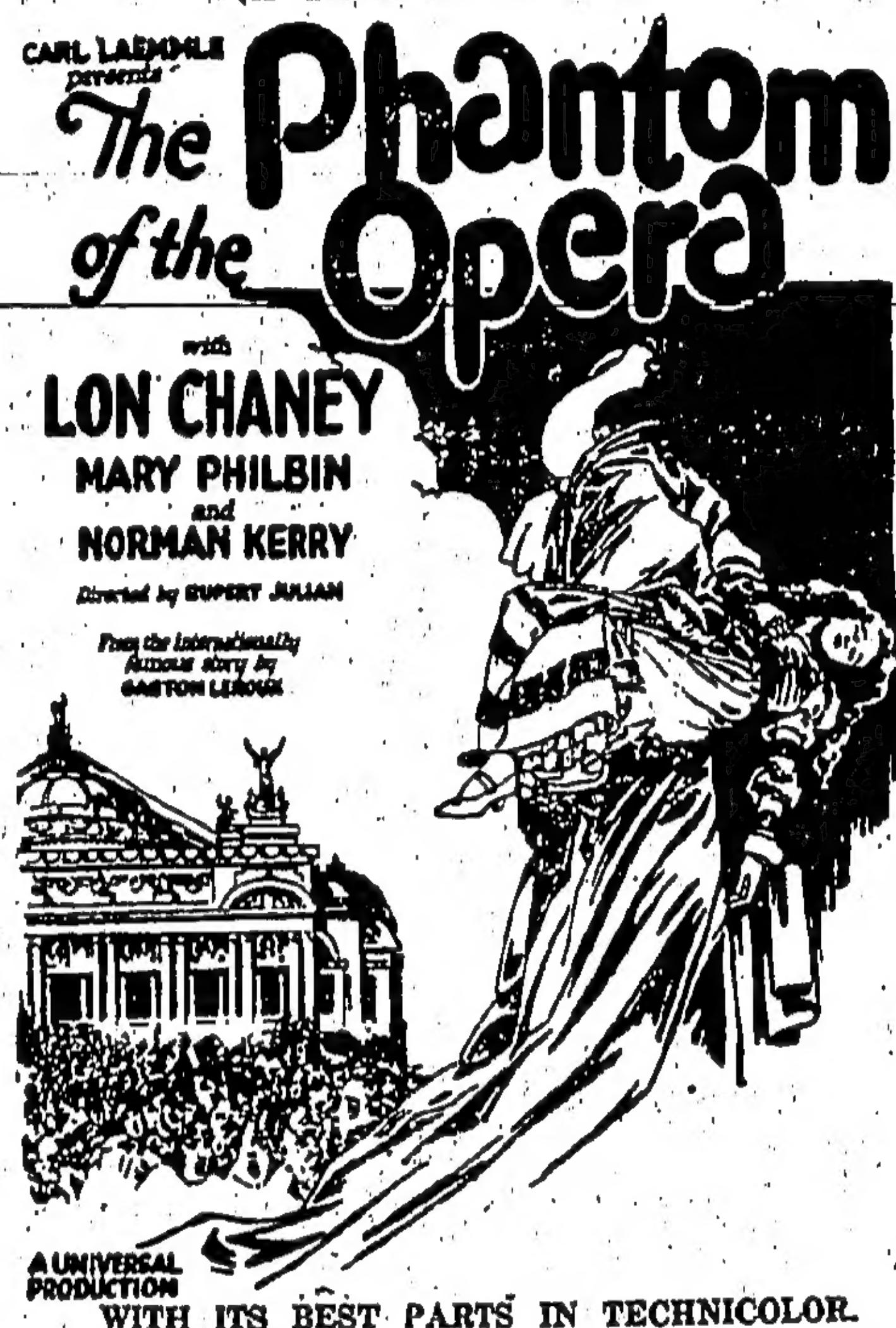
大英七月九日  
禮拜四  
中華民國二十年七月廿四日

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### MR. CHURCHILL ON INDIA.

#### Plea for Independent Judgment.

#### SOCIALIST DANGER.

Mr. Churchill was entertained at dinner by the 1900 Club at the May Fair Hotel recently. Col. Gretton, M.P., was in the chair.

Lord Darling proposed the health of Mr. Churchill.

Mr. Churchill, in reply, spoke of the danger of being involved too closely in the Socialist policy in India. He said he did not make any accusation against the Socialist Party of bad faith in their relations with the Conservative Party, but he did say that it was much better that the two parties should not have any relations at all. (Cheers). It was the duty of the Conservative Party to put some resisting force into the discussion of the Indian Problem. The Conservatives would do much better if they kept to themselves and developed their own point of view. That did not mean that they should cut themselves from any happy solution or peaceful agreement which might be achieved by consultation with all the parties and elements involved in the Indian question. But, in his belief, the Conservatives would play their part much better if they were independent in their judgment and not drawn, enticed, step by step, into positions which it was impossible for this country to make good. (Cheers).

Dominion Status.

Let them consider one or two mistakes into which they had been drawn, not by their own error but by the fact that they had been going along the same way in much too generous confidence. First there was the declaration in favour of Dominion status in India. Every one who had studied the problem knew that that was quite impossible in any times that they would see. Then, having been drawn into the conclusions of the Round-Table Conference, which were far in advance of anything contemplated by the Simon Commission, they were drawn into a position far in advance of those conclusions. Then there was the Gandhi-Irwin movement, which he had no hesitation in characterising as a great disaster—humiliation and negation to this country. If all those steps had been taken by a responsible Socialist administration and Conservatives had entered their comments he was of opinion that they would have retained a greater vitality and force for the discussions at a later stage. What had this three-party co-operation produced? Mr. Gandhi was now being elevated to a position of almost being chief plenipotentiary to deal with Great Britain. What a monstrous disaster. (Cheers). Where were we going? We were approaching a position where there would be a violent collision. When the breakdown and deadlock occurred, as it must and would occur, we should have to fall back on that policy of simple, manful, courageous discharge of our duty in India—a duty which all along had been staring us in the face.

Disasters in the East.

Let them look at the disasters which the Socialists had brought in their short tenure upon our external affairs—in India and Egypt bloodshed and horrible deeds done, decline of British authority, the withdrawal of our influence, the debasement of our prestige, the recall of Gov-

### 'PLANE CAPTURED.

#### Fate of Two Aviators

Unknown.

#### MONGOLIAN OUTRAGE.

Shanghai, Yesterday. A Junkers aeroplane of the Eurasia Aviation Corporation is reported to have been captured by members of the Mongolian tribe. The fate of the two aviators is unknown.

It is believed that they were forced down in bad weather somewhere in outer Mongolia on the 2nd inst. while en route to Manchouli from Peking. Search planes located the missing machine, which was surrounded by Mongolian troops who fired on the searching planes.

The captured plane was carrying mails.—Reuter.

### BARRISTER DEFIES A JUDGE.

#### Refusal to Keep Quiet During Summing Up.

#### PAPERS IMPOUNDED.

A London barrister, Mr. Charles Lawrence Hales, of Temple Gardens, The Temple, defied Judge Higgins at Brentford County Court in a case in which he was co-defendant with his brother, Ernest William Hales. The case was a summons for possession of a house at Acton and for £172, rent arrears.

Mr. Charles Hales put up the defence that he was tenant of the house, but acted as agent for his brother.

Before he gave evidence Judge Higgins said:

"I want to warn you that if I find against you on these facts I shall impound the papers and either send them before your Benchers or to the Public Prosecutor."

#### A Denial.

Replying to the judge, Mr. Hales said he had never stated in writing that he regarded himself as agent for his brother and not as tenant of the house.

"The defendant is a member of the honourable profession of the Bar, and has been practising over many years," said Judge Higgins summing up. "I have no hesitation in saying that his defence is utterly dishonest and perfectly disgraceful. He knows the consequences of giving untrue evidence."

Mr. Hales interjected remarks while the judge was summing up, and in spite of the judge's orders he refused to keep quiet.

#### Ejection Threats.

Finally the Judge said: "Will you stand down, or shall I have to put you out of court?"

Hales then sat in the body of the court.

"When the defendant swore in the box that he was agent for his brother he was not telling the truth," continued the Judge.

He gave judgment against Hales for the amount claimed, with costs, and ordered the documents to be impounded.

Mr. Hales then came forward again and protested against the Judge's observations. He said:

"If you make observations against my honour I shall continue to make observations in defence of it."

Finding that he could not silence Mr. Hales, the Judge ordered the bailiff to be brought into court to remove him, but this was not necessary, as Mr. Hales sat down again.

#### \$5,000 PRIZE.

#### American Airmen to Make a Bid.

#### FLIGHT TO TOKYO.

Seattle, Yesterday.

The American airmen, Mr. Reginald Robbins and Mr. H. S. Jones, have left on a non-stop refuelling flight to Tokyo via Alaska and Northern Siberia, whither refuelling planes had been sent ahead.

The venture is an attempt to win the \$5,000 prize offered by the newspaper Asahi.—Reuter's American Service.

W. Robb of Grandview, is the owner of white leghorns which continued to lead the Brandon egg laying contest at the Brandon experimental farm at the end of the 26th week. This pen had a total production of 1150.7 pounds and 1097 eggs. This pen also led for weekly production with 87.5 pounds and 61 eggs.

## AMUSEMENTS

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TO-DAY TO SATURDAY  
At 2.30, 5.10, 7.15 & 9.20.



Off-taking for next week from George Korda's Harvard prize play



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